

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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EXCLUSIVE INTERVIEW

DAVID BOGIE

Multiple Scottish champion and BRC winner tackles the MN readers' questions, **p20**

Alister McRae's son looks to gain more knowledge on the global stage

McRAE JR EYES A STEP INTO THE WORLD RALLY CHAMPIONSHIP



McRae Jr tackled the Nicky Crist Stages earlier in 2022



Max McRae has ambitions on the big stage

By Matt James

Max McRae is targeting a move into the Junior World Rally Championship next season after a recent fact-finding visit to the Acropolis Rally.

McRae, the son of Alister McRae and nephew of the late Colin, travelled with his grandfather Jimmy to Greece to test an M-Sport Poland-run Ford Fiesta Rally3 car and stopped in at the WRC service park. He now has his eyes set on a switch to the global series after cutting his teeth in his Australian homeland.

The 18-year-old said: "Junior WRC, especially with the rallies they've got and the mileage I'd get, it's just very good experience, with different types of stages. It's just cool how you can go on ice and snow and Tarmac and also a bit of gravel, it's got everything for the experience."

"We really want to do it and the team also want to see me there but it's all about budget, it always comes down to that. We're working as hard as we can to get that deal done."

Full story, page 9

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MOTORSPORT NEWS

REPORT

TAKING A WALK DOWN MEMORY LANE

All the action from the Goodwood Revival **p16**



FEATURE

HOW UNDERDOGS ARE LAPPING UP THE HILLS

Why small-engined cars are turning heads **p27**



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COMMENT



It is all in the genes: legend Jimmy McRae, Max McRae and his father Alister McRae

READY FOR THE NEXT GENERATION

The name McRae is enough to stir the soul of several generations of rally fans. From the multiple title-winning exploits of Jimmy McRae in the British championship to the decorated careers of both of his sons Colin and Alister, who both hit the highs in their own way. And now the next hope is Max McRae, Alister's teenaged son, who is looking to accelerate his own rallying dreams.

McRae Jr has done much of his rallying in his native Australia where he has been a class winner in his Rally4 machines. But now he is beginning to spread his wings. There were some impressive stage times when he took part in the Nicky Grist Stages in July in a Ford Fiesta Rally4. But he has his sights set further up the sport's many levels and the news that he is looking to contest the Junior WRC is exciting. He admits there is still budget to be found, but surely the lure of a McRae back at the top table of World rallying will help him to find the necessary backing he needs.

Elsewhere in this issue, we check out some proper rallying heritage with our lowdown from the Castle Combe Rallyday in Wiltshire last weekend. Paul Lawrence travelled to the venue to catch up with the stars and cars which thrilled the fans on the event's return. Check out his report on page 18. There was another step back in time with the Goodwood Revival last weekend, and our lowdown on all the action is on page 16.

The subject of our readers' question-and-answer session is the newly crowned Scottish Rally champion David Bogie, a man who has been around the rallying block. He has the distinction of being both the British and Scottish title winner in 2011, a first for the sport, and has managed a successful business career alongside his competition outings. Bogie is one of the most humble men in rallying as you can read from the interview, which starts on page 20.

Paul Lawrence also gives us an insight into how some of the smaller-engined cars in the British Hillclimb Championship are providing a bang-for-buck that goes well above their limited-capacity motors. His special insight begins on page 27.

We have all the national racing and rallying reports from the weekend just gone too. And there is another chance for you to make your voice heard in our exclusive Motul UK-backed Motorsport News poll. We are looking to discover your most-missed Formula 1 circuits, and you can find out how to make your opinion known on page 15. We need you.

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The serial rally title winner tackles a tough test: the MN readers' posers...



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RACING NEWS



Albon wants to be back in harness in Singapore

ALBON FACES A FIGHT TO BE FIT FOR SINGAPORE GP

Williams racer rushed to intensive care after his appendix surgery

By Matt James

London-born Thai grand prix driver Alex Albon was rushed to intensive care following complications after his appendix surgery in Italy 10 days ago and is now battling to return the

Williams cockpit in time for the Singapore Grand Prix next weekend.

The 26-year-old was struck with appendicitis on the Saturday of the Italian Grand Prix weekend and was taken into hospital. His drive was temporarily taken by Dutchman

Nyck de Vries, who is also on standby for this weekend's event.

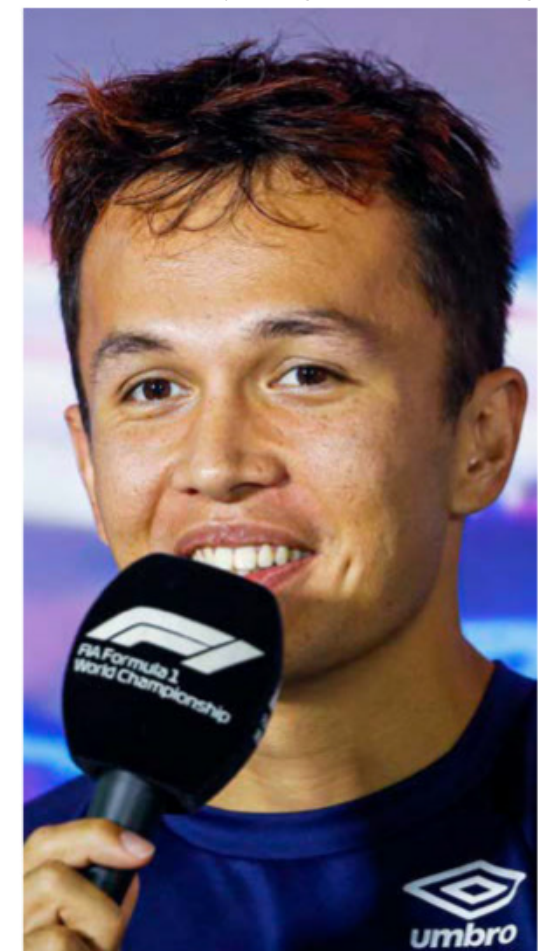
Albon posted a message on social media saying that he was aiming to be fit enough to contest the 17th race of the 2022 season.

Recovering at home in Monaco, Albon said: "I feel pretty good, I feel

OK. Obviously on Saturday [in Italy] I had a slight issue and the doctors did an amazing job, and I'm very grateful that they got me in good health and out of the hospital by Tuesday.

"The goal is to be ready by Singapore, which is going to be tough; it's one of the

Photos : Motorsport Images, Aston Martin Racing



Thai driver was in intensive care

toughest races that we go to, so not an easy one, but let's aim high and see what happens."

Albon, who has a long-term deal to race for Williams, is 19th in the Formula 1 drivers' standings with four points from three points-paying drives in 2022.

RED BULL COOLS ITS HOPES OF AN F1 DRIVE FOR HERTA



Colton Herta (inset, right) seems set to remain in IndyCar in 2023

Red Bull has given up on its plans for IndyCar star Colton Herta to switch to the AlphaTauri team in 2023.

The 22-year-old was being lined up for a Formula 1 drive next term but doesn't have the required number of superlicence points to be granted a permit to race. The seven-time IndyCar race winner has only amassed 32 of the 40 points required. Red Bull, which is the parent team to AlphaTauri, had asked the FIA to give him a special dispensation to take part, but it was under the impression that would fail.

Dr Helmut Marko told the Motorsport-Total website: "It's a shame that people

don't realise what value an American driver, especially a guy like Colton Herta, would have for the booming

American market, especially with three F1 races [in 2023]."

There was pressure from Herta's current Andretti IndyCar team to get the deal settled, but Red Bull has now decided against the idea of bringing him to grand prix racing.

Red Bull had said that should Herta not get the drive, it would not release Pierre Gasly to race for Alpine in 2023. However, this move could still be in the pipeline should AlphaTauri find a replacement that satisfies Marko.



Giovinazzi has test chance

GIOVINAZZI JOINS FOUR-DRIVER ALPINE F1 TEST

Former Alfa Romeo driver Antonio Giovinazzi will join three others in a test for the Alpine team as it seeks to find a replacement for the departing Fernando Alonso.

The team will run its 2021 A521 at Budapest as part of its driver development programme, and Giovinazzi will be joined by Formula 2 racer Jack Doohan, Colton Herta and Nyck de Vries. Herta's outing is planned to help his diminishing hopes of landing an F1 superlicence (*see separate story*). This would be in Alpine's benefit as this would release Pierre Gasly from AlphaTauri and the Frenchman is a target for an Alpine race drive.

At the recent Italian GP, Alpine CEO Laurent Rossi said: "We need to find a driver that's capable of scoring big points right away. This leads us towards a more senior driver but at the same time that is capable to grow with us."

"[Team boss] Otmar [Szafernauer] is leading the process, seeing the drivers, assessing options, assessing them here, potentially assessing them in tests."

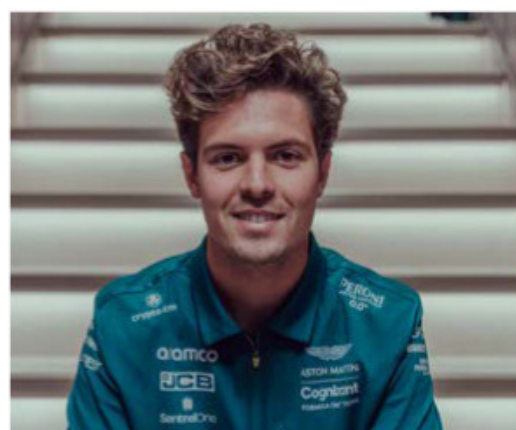
F2 CHAMP DRUGOVICH JOINS ASTON MARTIN

Brazilian racer Felipe Drugovich has become an Aston Martin reserve driver and has become the first recruit to its driver development programme.

The 22-year-old wrapped up the F2 crown at the recent Italian Grand Prix weekend and will now test the team's 2021 AMR21 and attend grands prix as part of the team's line-up. He is also scheduled to take part free practice one in Abi Dhabi and also the Young Driver Test at the same venue one week later.

He said: "Winning in Formula 2 has long been regarded as the best possible launchpad into a career in Formula 1, and I see my role at AMF1 as giving me all the tools to take that crucial next step."

"For me, 2023 will be a learning curve: I will be working with the F1 team, but



Drugovich gets Aston F1 chance

my primary goal is to learn and develop as a driver. I hope that will give me an opportunity to race in Formula 1 in the future."

F1 VETERAN HULKENBERG LINKED TO HAAS DRIVE IN 2023

German driver Nico Hulkenberg has been linked to a full-time return to the top flight in 2023 with the Haas F1 team.

The 35-year-old, the Le Mans winner in 2015, has contested 181 grands prix and his maiden season was with Williams in 2010. He is one of the drivers under consideration to replace Mick Schumacher, who is not expected to be retained.

Antonio Giovinazzi, who took part in free practice for Haas at Monza and will also handle the car at the US Grand Prix later this season, is also on the list of candidates to replace Schumacher, and he is known to be a favourite of engine supplier Ferrari.

At the recent Italian Grand Prix, team boss Gunther Steiner told Autosport: "Everybody with a superlicence is on the list. I think [Hulkenberg]'s a



Hulkenberg has entered frame

candidate like all the other ones, because he's got a superlicence, he has done F1, he has experience.

"I mean, there is nobody who is racing now that you could get if you wanted to change. We just have to see what is the best decision."

RACING NEWS



New FIA position: Robyn

ROBYN JOINS FIA AS CHIEF EXECUTIVE OFFICER

The FIA has appointed its first-ever CEO, former Volvo Nissan and DaimlerChrysler executive Natalie Robyn.

As part of new president Mohammed Ben Sulayem's mandate when he took over the organisation, he set up a working group to overhaul the operations of the FIA. She will start with the organisation "in the near future" and will overlook the FIA's financial performance as the body aims to increase and diversify its revenue streams.

Ben Sulayem said: "She has a proven track record of delivering diversification and growth, as well as developing executive leadership capabilities which will be an extremely valuable asset to the FIA and our members and I welcome her to the team."

Robyn added: "I am delighted to be appointed the first-ever CEO of the FIA at such an important and exciting time for the federation. I look forward to working with members, the senior leadership team and the president to deliver their vision of reform and growth with the involvement of all staff."

STARS READY FOR RACE OF CHAMPIONS 2023

Formula 1 champions Mika Hakkinen and Sebastian Vettel have both been confirmed for the Race of Champions, which will take place in Sweden on January 28-29 next year.

The all-star showdown will take place on a circuit laid out on a frozen lake in the north of the country. Vettel made it to the individual driver final earlier this year but was beaten to the crown by multiple rally title winner Sebastien Loeb.

"I can't think of a better place for my first race after I retire from Formula 1 than the Race of Champions," Vettel said. "This will be my 11th appearance, and I keep coming back because it's a special event, and so much fun."

Father-and-son team Petter and Oliver Solberg will return to the event along with multiple rallycross champion Johan Kristoffersson.



RoC: Hakkinen has signed up

OPTIONS TYRES SET TO RETURN TO BRITISH TOURING CARS IN 2023

Soft and hard Goodyears will make a comeback to the tin-top series next year

Photos: Jakob Ebrey, FIA, Ferrari, Motorsport Images



Gow says return of option tyres will be popular



Tin-tops: more options in 2023

By Matt James

Option tyres will be reintroduced into the British Touring Car Championship next season along with some alterations to the way the hybrid power is used by the competitors.

The soft or hard option rubber was first used in the BTCC in 2013 to bring more strategic choices for the drivers but the initiative was parked this year as new hybrid technology was introduced on all machines.

Now the electrical power boost has become more familiar to all entrants, the choice of

Goodyear rubber will be brought back for 2023.

The British Touring Car Championship's chief executive Alan Gow explained: "The option tyres were put aside because there were lots of things going on in the series and it could have become too much. It was always the intention to bring back the option tyres and I don't think there is a driver in the field who doesn't want them to return."

"It is something that adds another difference to the weekend. Maybe we will look at things like the return of the top 10 shootout for qualifying at some rounds too."

Alongside the reintroduction

of those elements of the championship, Gow said there would also be a change in the way the hybrid power was used from inside the cockpit.

"Next year we will be changing the way the drivers deploy the hybrid system in terms of how often and how much. There are things we have learned from the data we have accrued across the 2022 season. That is a simple tweak, but it is something that we can't do until the end of the year," he added.

The next meeting of the BTCC season, the penultimate event in this year's roster, takes place at Silverstone this weekend.

BRITISH RACER PULLING AIMS FOR FORMULA 3 SEAT AFTER TEST RUN IN FRANCE

W Series racer Abbi Pulling got her first chance to sample an FIA Formula 3 machine during a test session at Magny-Cours last week as she evaluates her options.

She drove alongside fellow female driver Hamda Al Qubaisi in the running, which was overseen by newly crowned FIA Formula 3 title winner Victor Martins.

Nineteen-year-old Pulling, who is fourth in this year's W Series with four rounds remaining, is an Alpine junior driver. She said: "Once you realise that when you go

faster actually you get more grip, it's better. It was the biggest thing to adapt to, getting the confidence to not put your feet off the throttle and keep it in, especially

entering the fast chicanes, to get the aero to work, you have to turn in flat."

The W Series resumes next weekend, alongside the grand prix in Singapore.



Abbi Pulling



Ferrari is pushing ahead with test runs

FERRARI RACKS UP TEST MILES IN SPORTSCAR CHALLENGER

Ferrari bosses have said that its new Le Mans Hypercar has completed more than 3000 miles of testing ahead of its introduction next season.

The Italian giant began work with its new LMH in July at Fiorano and has since run the car at Mugello and Barcelona. The firm's sportscar boss Antonello Coletta told autosport.com that the preparations ahead of the car's introduction had not gone completely smoothly.

"We have done a lot of kilometres and at the moment we are happy, but we know the road is long," Coletta told Autosport. "One day we have

problems, the next day no problems, so we know we need consistency. We are just at the start of the programme. The plan is to test every two weeks. We are developing the car in the normal way: we test, go back to the factory, look at the data and work on the car."

All of Ferrari's LMH driver roster – Andrea Bertolini, Alessandro Pier Guidi, James Calado, Miguel Molina, Antonio Fuoco, Davide Rigon, Nicklas Nielsen, Daniel Serra and Alessio Rovera – have sampled the machine.

The car, which has yet to be given a name, will make its debut at the 1000 Miles of Sebring 1000 early next year.

PALOU TO REMAIN WITH GANASSI AFTER ALL

An ugly driver despite between the Chip Ganassi Racing and McLaren IndyCar operations has been resolved with 2021 title winner Alex Palou being confirmed as a Ganassi driver for 2023.

The Spaniard, who finished fifth in this year's standings, announced in July that he had signed to drive for McLaren, but Ganassi responded by saying it had taken up its option on the 25-year-old.

The two parties have reached an agreement whereby Palou will be able to conduct some Formula 1 testing work for McLaren alongside his commitments

in the United States in 2023. A Ganassi statement said: "The agreement affords [Palou] the opportunity to test cars in separate racing series, provided that it does not directly conflict with IndyCar."

Palou, along with his IndyCar rival Pato O'Ward, was due to test a 2021 McLaren MCL35M in Barcelona last week.

The Arrow McLaren SP IndyCar squad confirmed this week that Felix Rosenqvist, whose future had been in doubt as a result of the Palou situation, will remain as part of its IndyCar line-up alongside O'Ward and Alexander Rossi into 2023.



Palou: remaining with Chip Ganassi

RACING NEWS

Photos: Jakob Ebrey

LOGGIE CONFIDENT OF TITLE DESPITE BRANDS SETBACK

Ian Loggie remains confident of wrapping up British GT's overall drivers' title at its Donington Park finale next month after missing a chance to do so at Brands Hatch.

Loggie's RAM Racing Mercedes finished sixth at Brands' penultimate 2022 round 10 days ago after contact with Adam Balon's Barwell Lamborghini and subsequent handling problems.

Loggie is therefore 24.5 points clear of Balon/Sandy Mitchell with 37.5 points available at Donington. James Cottingham/Lewis Williamson's 2 Seas Mercedes and Morgan Tillbrook/Marcus Clutton's Enduro McLaren also have a title chance. However the Barwell and Enduro cars have Donington success penalties while Loggie does not. Fifth place will guarantee Loggie the crown.

Loggie told Motorsport News: "I've got a few races to do [before Donington] so we're going to be well oiled. Let's put it this way: if you started the season you were going into [the final round] with your closest contender 24.5 points behind and they've got a 15-second penalty, you'd be like I'm taking that all day long."



Loggie still holds aces

REDLINE CLINCHES SILVER-AM CROWN

Redline Racing pair Alex Malykhin and James Dorlin sealed British GT's GT3 Silver-Am title at Brands Hatch 10 days ago despite not finishing.

Redline made its British GT debut this year and its Lamborghini Huracan has been a consistent frontrunner.

At Brands, Stewart and Lewis Proctor's Greystone GT McLaren retirement guaranteed Redline the title so the Lamborghini – which earlier had a drivethrough penalty – was retired to avoid potential damage.

Redline managing director Simon Leonard said: "It was a new series and a new car for us this year, but Alex [Toyne] has got a fantastic team of people together to run the car and they've all put in a phenomenal effort."

British GT3's Silver-Am class was introduced for 2021, replacing the all-Silver-graded Silver Cup that was becoming predominant at the expense of traditional Pro-Am duos.



Redline pair took the title



McGuinness got Rookie prize



Bike star eyes car future

TT LEGEND MCGUINNESS EYES GINETTA SEASON

The 23-time Isle of Man TT winner is looking at a four-wheeled 2023 campaign

By Graham Keilloh

Isle of Man TT legend John McGuinness is eyeing a 2023 Ginetta GT Academy season after sampling it in Brands Hatch's triple-header race meeting 10 days ago.

McGuinness made his four-wheel circuit racing debut in Fun Cup last year, and raced in the entry level Ginetta

series at Brands after being invited to test the car by Ginetta chairman Lawrence Tomlinson.

The 50-year-old 23-time TT winner McGuinness qualified 28th at Brands and was taken out in the first race. But he finished 20th in race two then in the finale finished 15th, winning the Rookie Cup class.

McGuinness told Motorsport News: "I'll check with these guys [Ginetta] and

see if we can maybe do the series next year. If I look at the dates and how it all works and things, I'll definitely look into it.

"I want to get better, that's the frustrating thing, because I'm competitive. We'll have a think about it and hopefully we can come back and get another spin.

"It's [Ginetta GT Academy] brilliant. I like motorsport, I can't ride my bike

forever, at some point I've got to do something else to itch the scratch. So if it's four wheels I'll have to do something with these guys.

"I've just been learning [at Brands]. It's hard to rock up on a Friday morning and try and learn to drive one of these in a day, these lads have a lot more seat time than me. But to finish off the weekend with Rookie winner, I'm over the moon."



Newbridge was first GT4 to flag at Brands

TURNER DEFENDS PRO-AM PIT ADVANTAGE VERSUS SILVERS

British GT4 championship leader Darren Turner has defended Pro-Am entries' 26-second pitstop advantage over Silver Cup rivals that was vital in his Newbridge Aston Martin winning at Brands Hatch.

The result means three-time Le Mans winner Turner and partner Matt Topham have a 12.5-point title advantage for Donington Park's finale next month. At Brands they vaulted from sixth place to a lead they kept after three safety car periods kept them close to Silver rivals before the pitstop round.

In two-hour races Pro-Am cars have a 26s shorter minimum stop time than the all-Silver-graded Silver Cup pairings, while in one- and three-hour races the advantage is 14s.

Turner told Motorsport News: "I'm not even at the pace of the Silvers this [Brands] weekend. If they want to have both Pro-Am and Silver-Silver in the championship hunt there has to be some mechanism in the race that balances out the performance of a Silver and a Bronze [Am], and that's what they've got.

"There would be no conversation now if there hadn't been three safety cars, because we wouldn't have even been near the podium."

Topham/Turner would become the first Pro-Am effort to win British GT4's overall crown since 2016. Earlier this year they lost Pro-Am entries' usual 25kg weight advantage over Silver Cup cars.

SENSOR CONCERN MEANS FOX KEEPS WIN

Fox McLaren's Nick Halstead and Jamie Stanley kept their Spa British GT victory after its appeal of its qualifying overboosting sanction revealed reliability concerns with the championship's sensors.

The winner-on-the-road Fox duo, and Paddock Motorsport's seventh-placed McLaren, raced at Spa under appeal after they were measured as exceeding the prescribed boost limit in qualifying.

For the teams' joint appeal, the National Court panel concluded "the court is not satisfied that the reliability of the data obtained from the series' reference data gathered from the Emotag sensors, upon which these penalties depend,

can be adequately demonstrated."

The court heard post-race scrutineering also indicated that the McLarens exceeded the prescribed boost. McLaren's data was downloaded for comparison in this case and was contrary to Emotag's. McLaren said Emotag said the anomaly was due to temperature affecting sensor readings.

There also were concerns around how data sensors should be attached to the cars.

The court recommended "urgent consideration is given to a series-mandated method of attachment of the Emotag sensors, in respect of each make of car competing and any further steps that can be taken to address the weaknesses identified."



Fox McLaren was able to hold on to Spa win

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MOTUL

RACING NEWS

FORTEC RETURNS TO BRITISH F4

Champion team is back for final two rounds of 2022 with Flack and Higgins driving

Photos: Jakob Ebrey, Gary Hawkins



The 2020 champion team is back in F4



GB3 winner Flack is half of Fortec line-up

By Graham Keillor

Fortec Motorsports is returning to the British Formula 4 championship with James Higgins and Marcos Flack racing in 2022's remaining rounds starting with this weekend's Silverstone meeting.

Fortec has over 30 British F4 race wins and took Luke Browning to 2020's drivers' title, becoming the first team to

beat Carlin to the championship. The decorated junior single-seater squad also has Nikolas Taylor leading the GB4 standings and Joel Granfors fighting for GB3's title. Fortec's alumni include Charles Leclerc and Daniel Ricciardo.

The team last competed in British F4 last season, finishing second in the teams' standings, and was one of the teams that committed to the revamped British F4 series for 2022.

It will make its first appearance of the season this weekend with GB3 race-winner Flack from Australia, and 16-year-old Higgins who raced in Ginetta Juniors in 2020 and '21, finishing 15th in the standings in the latter season.

Fortec team manager Oliver Dutton said: "We made no secret of our intentions to continue competing in the series last autumn. Driver development

is a key philosophy of our team, so to race on the FIA single-seater ladder, with a car and a package designed to help bring drivers on, is a 'must' for us.

"Our approach to the last two rounds is very much with one eye on the future. For us, it's the beginning of our 2023 programme. It's a championship we've been very successful in previously, and we're certainly not here to make up the numbers in the background."



Leader Smith sampling new car

FIESTA JUNIOR LEADER TRIES GINETTAS

Fiesta Junior championship leader Sid Smith will race in the 2022 Ginetta Junior championship's remaining rounds with Fox Motorsport starting this weekend at Silverstone.

Smith, the 16-year-old son of Le Mans class winner Rob, will race in a three-car Fox line-up at Silverstone and at Brands Hatch's October 8-9 finale. Smith is from the same town as Fox is based: Maldon in Essex.

Karting graduate Smith started Fiesta Junior racing aged 14 in 2020, and was a podium finisher in his maiden season, a race winner in his second and leads the table this year. He got his first taste of the Ginetta Junior car in a Brands test earlier this year and also recently sampled the car at Silverstone.

Smith said: "It's clear that it's [Ginetta Juniors] the highest-level series in the UK for the age group. You only have to look at the names of some of the drivers that have started in Juniors – Lando Norris being the best-known. It's clear how much quality there is running through the [Fox] team. I'm targeting a Rookie podium before the end of the year."

MIDGET STALWART REEVE REMEMBERED

Racers in this Saturday's Midget & Sprite Challenge Snetterton contest will compete for the Ted Reeve Memorial Trophy remembering the man who competed in Midgets for almost half a century.

The trophy will be won by the winning Class A car in the first race of the Midgets and Sprites' double header at MG Car Club's season finale in Norfolk.

Many of the current grid used to race with Reeve, and his last race with the club was at Snetterton in 2017 before he passed away the following year.

The trophy was awarded at last year's Midget &

Sprite Challenge Silverstone race one, and was won by Ed Weston. It was particularly poignant as Weston's father was a long-time mechanic for Reeve, so Weston grew up watching Reeve at close quarters.

Reeve started racing in a Lotus Cortina during 1966, moving to MGs in 1968. In 1969 he purchased Mike Bundy's Midget, starting a remarkable 48-year run of competing in Midgets. He joined the MGCC Midget Challenge in its inaugural year, competing in every season until 2017, and won the championship in 2004 and 2006.



Reeve had a remarkable 48-year run in Midgets



Wrong grid was used for points

BROWNING GAINS FROM REVISION

GB3 championship leader Luke Browning has an extra point after revised standings were issued last week in the days after the contest's Brands Hatch triple header.

The points awarded for positions gained in the reversed-grid race three were, in error, initially based on the restart grid order in the red-flagged race rather than on the original grid.

Browning has therefore been

given an extra point for the Brands race, wherein he finished ninth from starting 17th. The Hitech GP racer's advantage over championship rival Joel Granfors of Fortec is now 16.5 points ahead of next month's Donington Park finale.

Carlin's Roberto Faria is another of those who gained. He is fourth in the table and gets an extra three points in the close fight for third in the final standings.

EASTWOOD REVEALS MERC F1 SIM ROLE

Northern Irish sportscar racer Charlie Eastwood has been confirmed as a simulator development driver for Mercedes's Formula 1 team, having worked with the multiple championship-winning squad since 2020.

Eastwood over the past 18 months has assisted car development and set-up, including

during race weekends.

Eastwood won a British GT race last year and leads the European Le Mans Series' LMP2 Pro-Am standings in a Racing Team Turkey line-up alongside Salih Yoluc and Jack Aitken.

Eastwood said: "It was a slightly surreal moment, initially, when I got selected back in 2020 but

very quickly it became natural.

"More than anything, it's an amazing learning experience working with some of the best drivers and engineers. I try to soak up as much information as possible, and it has had a great effect for my real-life racing, learning more around vehicle dynamics, set-up and driver feedback."



Sportscar racer is helping Merc

INDIAN TEEN JOINS CDR IN BRITISH F4

Indian teenager Jaden Pariat will race in the remainder of the British Formula 4 campaign with Chris Dittmann Racing starting this weekend at Silverstone.

The 15-year-old started karting in 2020, tested MRF 1600 and

F2000 cars earlier this year, and has also done recent British F4 test days with CDR. Pariat joins Jack Sherwood who also is to complete the year with the team.

Pariat said: "To progress, you need to learn from people who are

better than you, so that's why I'm here. I've been pretty happy with where we are now. The testing has helped prepared me a little better for British F4. There is still lots to learn, but physically, I'm not facing any difficulties."



Pariat is looking to learn in UK

RALLY NEWS

NO FULL SEASON FOR LOUBET JUST YET

Pierre-Louis Loubet needs to contest more rallies if he's to repeat his Acropolis Rally heroics – but it appears there's no prospect of a full schedule in 2023.

Loubet won two stages and led on the opening day in Greece in an M-Sport Ford Puma Rally1, eventually missing out on a podium to Dani Sordo after he lost ground with a puncture on the second morning.

Responding to a question from WRC.com about whether he'd be an ever-present next season, the 25-year-old Corsican said: "We will see, but not for the moment. It is a question you will have to ask to [M-Sport]. We have to drive more for sure if we want to push the top drivers."

M-Sport boss Richard Millener said Loubet had "shown his potential for the future" but the team wouldn't be getting "ahead of ourselves".

Loubet secured enough funding for a six-event programme with M-Sport this season and an expanded programme would most likely require more investment from the WRC2 champion's backers. Next month's Rally Spain will be his last of the year.



Loubet: working on '23



McRae was an interested observer on the Acropolis

McRAE JUNIOR PLOTS WORLD GRADUATION IN RALLY3 FIESTA

Legend Jimmy McRae accompanies grandson during Acropolis Rally fact-finding visit ahead of potential Junior WRC assault

By Matt James

Max McRae is "a few deals" away from a Junior WRC Championship drive in 2023, telling reporters on the Acropolis Rally recently how his father Alister is working behind the scenes to secure a programme for his 18-year-old son.

Jimmy McRae's grandson and the late Colin McRae's nephew was in Greece to test an M-Sport Poland-run Ford Fiesta Rally3 and used the opportunity to visit

the World championship counter with his grandfather.

Of his JWRC chances, Western Australia-based McRae said: "Hopefully we'll make Junior WRC work and hopefully Greece will be in the calendar. It's the first WRC event I've been to and it's a pretty cool event with a lot of history."

"The JWRC is the best stepping-stone you can go to from pretty much anything. From what I'm doing now [in Australia] it's not really a jump into a really fast car like a Rally2 because it's a slower car. I've done a bit

in an R2 and in a Rally4 and it would be the necessary step to go to from where I'm at now."

"Junior WRC, especially with the rallies they've got and the mileage I'd get, it's just very good experience, with different types of stages. It's just cool how you can go on ice and snow and Tarmac and also a bit of gravel, it's got everything for the experience."

"We really want to do it and the team also want to see me there but it's all about budget, it always comes down to that. We're working

as hard as we can to get that deal done. My daddy is at home now on the phone trying to a few deals together. We'll work hard towards it and hopefully we'll be on the startline for the first rally next year."

Next year's JWRC is set to continue with a five-event calendar for what will be the second season of an initial three-year agreement with the FIA to provide the Fiesta Rally3 as the base car. Despite its World title it is understood there are no plans to include a round outside Europe.

TANAK REVEALS VIRVES BACKING

Ott Tanak has revealed how he helped Robert Virves to become Junior World champion by handing his cash-strapped compatriot financial support.

Virves has made no secret of his money woes and, like Briton Jon Armstrong, had to go in search of extra backing to contest the Acropolis Rally finale earlier this month.

Tanak, who followed a rags-to-riches path earlier in his career, said: "He has done an incredible job, he was definitely a lot smarter than I used to be. He won this rally and has been consistent through the whole

season so a very smart drive and it's been a big job from his side to get the funding this season.

"I know how hard it's been for him just sitting behind the doors and asking for one dollar here, one dollar there, so it's been coming hard to him but fair play, it's a great prize for this Junior category. It's a great place to start a career and for sure we hope there is another generation coming now."

Virves, who is from Saaremaa, the same island in Estonia as Tanak, gets a four-event WRC2 prize drive in 2023 driving an M-Sport Poland-run Ford Fiesta Rally2.



Virves was boosted by Tanak's help



Evans will be aiming for a title top-three

WORLD CHAMPION OGIER TO COMPLETE THE SEASON

Sebastien Ogier isn't done with the World Rally Championship just yet as the eight-time title winner has added the Spanish and Japanese rounds to his schedule.

Ogier is car-sharing Toyota's third factory Yaris with Esapekka Lappi this season after calling a halt to his full-time WRC career following his 2021 championship triumph. He was already due to make his fourth 2022 appearance in New Zealand later this month.

The 38-year-old posted a video message on social media earlier this week confirming he will contest the Salou-based asphalt round from October 20-23, plus

the season-closing Japanese round on November 10-13. Competing in Japan had been thought unlikely as it clashes with the World Endurance Championship Bahrain event, but Ogier has now elected not to do a full WEC season.

Ogier said in his message: "As you know I'm very excited to go to New Zealand, but the news is I will compete Rally Spain and Japan, the last three events of the championship, so I'm really excited for this new challenge."

Frenchman Ogier, who is co-driven by new-for-2022 co-driver Benjamin Veillas, is a three-time winner in Catalunya.



Ogier will have unexpected extra WRC outings this season

IT'S OFFICIAL: EVANS CAN'T BE CHAMPION IN 2022

Elfyn Evans will make his Rally New Zealand debut later this month boosted by his troubled Acropolis outing but aware that he has dropped out of World title contention for a third season running.

The factory Toyota-driving Welshman was battling Hyundai's Dani Sordo for third place when he retired on the road section heading to the final day's opening stage with an engine-related issue on his Yaris.

He said: "It was obviously a

disappointing end to a weekend where we struggled overall, especially in the looser conditions at the start of the rally, so we have areas to work on there. We did manage to make progress during the weekend which was one positive [for] New Zealand."

By not scoring in Greece, Evans is 91 points behind team-mate Kalle Rovanpera with only 90 up for grabs from the remaining three rounds. However, he's 38 points adrift of second-placed Ott Tanak.

RALLY NEWS

PRYCE CAN WIN BRC TITLE WITH TRACKROD VICTORY

VW Polo GTI R5 driver on the cusp of making British history this weekend

Photos: Martin Walsh, Paul Lawrence, mcklein-imagedatabase.com, Jakob Ebrey



Pryce wants to get title secured

By Luke Barry

Osian Pryce will win the British Rally Championship for the first time if he wins this weekend's Trackrod Rally Yorkshire.

Pryce is battling with four-time BRC winner Keith Cronin, who is seeking to equal Jimmy McRae's record of five titles this year. But with Pryce recording three wins so far to Cronin's two, and a competitor's best five results from seven counting towards their final score, another win for Pryce would put him out of Cronin's reach.

Pryce told MN: "I didn't realise until very recently actually. I thought we still had quite a bit of work to do, but with the number of wins, if we get another one in the bank we should take it. It doesn't matter what happens on the Cambrian then for Keith – if we don't go he still

can't catch us. Ideally, with how the budget is, it would be nice to try and get the job done as the Cambrian's going to be a bit of a struggle. "Keith's obviously going to go for it like a coiled up spring so we've got to be mindful of that," Pryce added. "But he's off the back of quite a big bang as well. I think it's going to be quite a good battle, but I don't see why it can't be done. If we start well that should put us in good form." Pryce heads the Trackrod entry from Cronin, Ruairi Bell, James Williams and Garry Pearson, but Jason Pritchard's season has ended early. He explained: "We've obviously had a bit of a bad run this year, it's just like 2011 – a year to forget. We're hiring the car which costs a fair bit and there's nothing really to gain from doing the two events, so ourselves and the sponsors have decided to concentrate on next year."

HIRVONEN STARS ON WEXFORD RALLY OUTING

Former WRC star Mikko Hirvonen returned to rallying in Ireland on the Wexford Rally and said that he really enjoyed being back in the Irish lanes. Following a similar outing on the 2019 West Cork Rally, Hirvonen and co-driver Jarno Ottman tackled the Wexford event

in a modified Ford Escort Mk2 from RLA Autosport. With a dry Saturday and a very wet Sunday, the Finn ended the rally sixth overall against a strong four-wheel-drive field. On Saturday he had brake problems and said: "I think I am standing on them too much, they are boiling and I had to back

off. Since I was here last time I have done only three rallies so I haven't been out on the stages so much. I drove my own historic car this summer but that was in one small rally." Hirvonen enjoyed the wet roads on Sunday. "When I did the recce, I really enjoyed these stages,

they were slower but more technical. I'm getting old now so the higher speed is not so preferable for me anymore. It was a good rally. I was really happy today that we were able to find some speed and really enjoy it. Even though it was raining, I didn't mind at all. I'm happy with that."



Former Ford WRC battler Hirvonen thrilled the Wexford crowds

OBITUARY

Brian Culcheth 1938-2022



Brian Culcheth, who died last week after an illness at the age of 84, was one of Britain's best known and most successful rally drivers of his generation. Culcheth had a 20-year rallying career, which started in 1960. He was best known for a long association with British Leyland and BMC as a works driver and then later in an Opel Kadett for the Dealer Opel Team. He competed in more than 100 international rallies, usually

co-driven by Johnstone Syer. He was hugely successful in works-entered Dolomite Sprints, and later in the TR7s but always considered that one of his greatest achievements was finishing second overall in the 1970 London to Mexico World Cup Rally in a Triumph 2.5. Culcheth was Group 1 champion in the 1978 British Open Rally Championship and scored five class wins on the RAC Rally. He will be sadly missed by a whole generation of rally fans.

OBITUARY

Ian Bevan 1966-2022

The national rallying world was both shocked and saddened to learn of the sudden death of co-driver Ian Bevan. Bevan, 56, had been co-driving for more than 30 years and enjoyed considerable success at home and further afield with a range of drivers including Nick Elsmore, Marko Ramanen, Miles Johnston and more recently Tony Simpson, sharing a Ford Fiesta in the BTRDA Rally Series. In 2001 and 2002 he also rallied extensively in North America with Craig Pepper. Bevan was a very popular character on the BTRDA scene and Motorsport News sends sincere condolences to his family and many friends across the sport.

PAYNE CHASES BTRDA TITLE ON HOME GROUND

Teenager Elliot Payne could seal the BTRDA Gold Star title on this weekend's Trackrod Forest Stages. The 19-year-old heads into his native Yorkshire event needing a victory among the BTRDA contenders to make certain of the title ahead of the final round of the season, the Cambrian Rally in late October. Anything other than maximum points for Payne in Yorkshire probably means that the contest will go down to the wire. Going into the seventh of eight rallies, five drivers are still in the running for the title and it is Stephen Petch, Perry Gardener and Matthew

Hirst who are the closest challengers to Payne. However, the wild card could be Callum Black, out for a second event in his new Ford Fiesta Rally2. Having won round six, The Woodpecker Rally, Black will seek to take maximum points in Yorkshire, which could upset Payne's title ambitions for at least another month. Black runs first on the road in the four-wheel-drive BTRDA element of the rally, followed by Hirst, Payne, David Henderson, Gardener and Petch as Fiesta Rally2s and R5s dominate the field.



Teenager Payne is edging closer to the BTRDA Gold Star honours

RALLY NEWS

CO-DRIVER CHANCE AVAILABLE IN SUPPORT OF LATE MARK DEMPSTER

Charities set to benefit from raffle to put winner in the hot seat on competitive event

By Luke Barry

The chance to win the seat as co-driver for Asphalt Rally Championship frontrunner Mark Kelly is being offered in a fund-raising raffle.

The lucky winner will join Kelly in an R5 car on a rally at Three Sisters Circuit in support of the Mark Dempster Memorial Car Meet.

Dempster, a former competitor, scrutineer and marshal, passed away in July after a short battle with cancer, and always longed to have a car show in his name. So an event has been arranged at the Lakeland Motor Museum in Cumbria this Saturday, September 24, with 80 cars expected to attend.

A charity raffle is being held to raise money for Macmillan Cancer Support and Furness

General Hospital, Ward 9 – the ward where Dempster was treated – with the co-driver experience alongside Kelly as the top prize. Others include an electric fire worth up to £499 from fellow competitor John Stone and signed goodies from Chris Ingram and Frank Kelly.

Organiser Chris Williams said: “Mark was a good friend who I was fortunate enough to get to co-drive for on his return to rallying in 2018. He a genuine and selfless person and deserves the best day possible. We hope the R5 experience will provide someone with an insight into what Mark loved doing and at a venue that he loved.”

Tickets are on sale now and can be purchased for £2.50 via PayPal by emailing markdempstermemorialcarmeet@gmail.com.



Photos: Paul Lawrence

The winner will get a ride with Kelly



Rally competitors will get closed-road event in Yorkshire

NEW CLOSED-ROAD RALLY FOR SOUTH YORKSHIRE

A new closed-road stage rally that includes classic South Yorkshire night rallying roads will take place in October 2023.

The South Yorkshire Stages Rally will consist of two loops of four stages using roads in the Penistone area. The stages could include roads formerly used on well-known local road rallies such as the Moorlands and Meadows, the

Jackson Trophy and The Rally of the Dams.

Sheffield and Hallamshire Motor Club already run two successful single-venue rallies at Leconfield, near Beverley. However, the South Yorkshire Stages will be the club's first foray into a closed-road event.

Clerk of the course, Stephen Ritchie, made sure they had support from the local MP and councillors

before they began major planning. Ritchie said: “We invited Miriam Cates [MP for Penistone and Stocksbridge] to see the East Riding Stages in February. She was extremely impressed with the professional way rallies are organised, as well as recognising the economic advantages. We are really pleased that she and the local councillors are so supportive.”

ROAD RALLY ROUND-UP

SECOND TARGA WIN FOR MORRIS

Dan Morris, partnered by Zak Linham for the first time, took his second win of the year on the Kent Forestry Targa.

The event used the tracks within the Ministry of Defence-owned Mereworth Woods, near West Malling. There were just five tests, but crews faced 32 miles of competition.

Morris/Linham had only been in fifth position after three tests, but fastest time on the final two propelled them to victory. They finished 15s ahead of John Davies/Nick Bloxham to make it a Ford Puma 1-2.

Mick Valentine/Matt Endean finished in third, having held that position for most of the day.

Fourth place was taken by Ethan Davies/Mathew Smalley, who had led after the third test. However, the result was sufficient for Davies to take the lead in the BTRDA Championship. Sam Weller, who didn't start the event, still leads the navigators' table but Bloxham, who has four maximum scores, looks to be in a strong position with two rounds remaining and five scores to count.

Four cone faults on the opening test dropped Owen Turner/Rachel Vestey down the order. They then lost further time on the fourth test when the cut off key was knocked out. They finished in eighth.

Ian Mills

Kent Forestry Targa
Organiser: Borough 18 Motor Club and Weald Motor Club **When:** September 10 **Where:** Mereworth Woods **Championships:** BTRDA & ASWMC **Tests:** 5 (32 test miles) **Starters:** 60.
1 Dan Morris/Zak Linham (Ford Puma) 1m19.58s; 2 John Davies/Nick Bloxham (Ford Puma) +15s; 3 Mick Valentine/Matt Endean (Ford Escort); 4 Ethan Davies/Mathew Smalley (Ford Puma); 5 Gavin Rogers/Suze Endean (Ford Escort); 6 Rob Fields/Andy Fields (Toyota MR2); 7 David Smalley/Paul Nelson (Vauxhall Corsa); 8 Owen Turner/Rachel Vestey (MG ZR); 9 Chris Woolley/Jamie Woolley (BMW E30); 10 Elliott Sharp/Graham Child (MG ZR).
Class winners: Adrian White/Lewis White (BMW 316); Fields/Fields; Jack Cherrett/Anthony Newton (Citroen C2).

Photos: William Neill

BUSHWHACKER RALLY: OMAGH MOTOR CLUB BY WILLIAM NEILL

SEPTEMBER 17

O'BRIENS CLAIM IRISH GRAVEL SILVERWARE WITH A NARROW TRIUMPH

As slender 2.5-second margin final-round home rally win crowned Patrick and Stephen O'Brien as Irish gravel champions in a Skoda Fabia R5 after a grandstand finish in the Omagh forests.

“We fell into a race while there for the championship and said we would go for it,” admitted the R317 Motorsport driver Patrick O'Brien after going fastest on each stage of the second half.

Off the back of a sixth win of the year in Enniskillen, Desi Henry was fastest on the opening 2.9-mile Carrickaholton stage by 1.5s and increased the margin to 3.7s on SS2, Slievedoo.

Cathan McCourt was faster on the next

two stages in another Ford Fiesta Rally2 to bring Henry's advantage down to just 0.6s before taking took the lead pre-service by 4.4s.

The gap was, again, 0.6s after SS7 only O'Brien was now behind McCourt. Then, with just a double pass of a reversed loop of Lough Bradan to go, a mere tenth of a second split McCourt and O'Brien to set up a thrilling race to the finish. O'Brien emerged from the final stage with a winning margin of just 2.5s.

Declaring himself a gravel fan Jason Mitchell and co-driver Paddy McCrudden won a stage on the way to third, 16s shy of McCourt and Liam

Moynihan. Mitchell/McCrudden put an off earlier this month to one side and had a steady day to secure their place by 12s.

Early leaders Henry and Paddy Robinson struggled with brakes and tyres to finish fourth but, with the Tour of the Sperrins scrapped, sealed the NI Forest Rally Challenge crown.

A string of top-five stage times had Mark Donnelly in fifth with Jordan Hone, who had held the Irish championship points advantage before the weekend, back in sixth. Gareth Mimmagh was fifth before sliding off on SS4 and Garry Jennings rolled onto his roof while in 10th but later continued.

Results

Organiser: Omagh Motor Club Ltd **When:** September 17
Where: Omagh, County Tyrone **Championship:** NI Forest Rally Challenge and Motorsport Ireland National Forest Rally Championship **Starters:** 96 **Stages:** 10
1 Patrick O'Brien/Stephen O'Brien (Skoda Fabia R5) 30m44s; 2 Cathan McCourt/Liam Moynihan (Ford Fiesta Rally2) +2.5s; 3 Jason Mitchell/Paddy McCrudden (Ford Fiesta Rally2); 4 Desi Henry/Paddy Robinson (Ford Fiesta Rally2); 5 Mark Donnelly/Stephen O'Hanlon (Ford Fiesta R5); 6 Jordan Hone/Lorcan Moore (Ford Fiesta R5); 7 Conor McCourt/Caolan McKenna (Skoda Fabia R5); 8 Jonny Leonard/Niall Burns (Ford Fiesta R5); 9 Niall McCullagh/Ryan McCloskey (Ford Fiesta Rally2); 10 Martin Cairns/Peter Ward (Ford Fiesta Rally2). **Class winners:** Donal Sweeney/Ashley Trimble (Ford Escort Mk2); James McGovern/Louise Boyle (Toyota Corolla); William Graham/Ben Thompson (Vauxhall Corsa); Ruairi Maguire/Christopher Corry (Vauxhall Corsa); Liam McQuaid/Mervyn Galbraith (Ford Escort Mk2); Damien McGauran/Ryan Farrell (BMW 320i); Alan Smyth/Gary McCrudden (Ford Escort Mk2); Derek Mackarel/Eamon Creedon (Mitsubishi Lancer E9); Darragh Cairns/Garry Monteith (Mitsubishi Lancer E10); O'Brien/O'Brien.



O'Brien pair claimed the victory



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SPORTING SCENE NEWS

Photos: Paul Lawrence, Ant Jenkins

BRISCA F2 ROUND-UP

Guinchard claims the English Open crown

Charlie Guinchard added another title to his growing CV with victory in the Brisca Formula 2 English Open at Hednesford Hills' big fast oval.

Guinchard had to work his way through from the very back of a grid based on national points averages in reverse. Tristan Claydon built a healthy lead in the opening stages as a light rain shower fell. But, with the track drying, Guinchard made inroads into the local driver's advantage. Guinchard hit Claydon wide enough to prevent a retaliation and Matt Stoneman followed Guinchard home in a repeat of May's British Championship race. Harley Burns was third, with Claydon slipping to fourth.

Guinchard also began his quest for the silver roof in fine style, winning the previous night's National Series round at Mildenhall Stadium ahead of Andrew Palmer and Reece Cox.

Scotsmen Gordon Moodie and Chris Burgoyne skipped the National Series opener to stay closer to home and made

the most of it by finishing first and second at Cowdenbeath. The pair quickly climbed to second and third but took until the closing stages to reel in long-time leader Craig Driscoll. The English visitor was shoved wide by Moodie but held on to third at the flag.

Mark Paulson

Results
Organiser: Spedeworth **When:** September 17 **Where:** Mildenhall Stadium **Starters:** 30.
1 Charlie Guinchard; 2 Andrew Palmer; 3 Reece Cox; 4 Richard Rayner; 5 Jack Issitt; 6 Ben Lockwood; 7 Dave Polley; 8 Harry Hensby; 9 Kyle Taylor; 10 Jason Clow.

Organiser: GMP Scotland **When:** September 17 **Where:** Cowdenbeath Racewall **Starters:** 17.
1 Gordon Moodie; 2 Chris Burgoyne; 3 Craig Driscoll; 4 Mika Millar; 5 Steven Burgoyne; 6 Jonathan Hadfield; 7 Craig Wallace; 8 George MacMillan Jr; 9 Paul Reid; 10 Stephen Forster.

Organiser: Incarace **When:** September 18 **Where:** Hednesford Hills **Starters:** 30.
1 Charlie Guinchard; 2 Matt Stoneman; 3 Harley Burns; 4 Tristan Claydon; 5 Harley Thackra; 6 Jamie Jones; 7 Steve Smith; 8 Tommy Farrell; 9 Adam Rubery; 10 Charlie Lobb.

Organiser: Crimond Raceway **When:** September 18 **Where:** Crimond Raceway **Starters:** 11.
1 John Hogg; 2 Mike Philip; 3 Robbie Dawson; 4 Jason McDonald; 5 Ryan Farquhar; 6 Paul Moss; 7 Peter Watt; 8 Jordan Butcher; 9 Peter Davidson; 10 Les Smart.



Guinchard conquered the super-fast Hednesford



Menzies has a lead to protect



Summers has to put it on the line

MENZIES AND SUMMERS GO TOE-TO-TOE FOR HILLCLIMB CROWN

British battlers ready to ramp up the action in Loton Park showdown

By Paul Lawrence

The season-long contest between Wallace Menzies and Alex Summers for the British Hillclimb Championship will be decided in this weekend's season finale at Loton Park.

Defending champion Menzies (Gould GR59M) goes to the Shropshire hill with a five-

point lead over Summers (DJ Firestorm). Once dropped scores are factored in, Menzies has 230 points to the 225 of Summers.

If both score well on Sunday, Menzies has to drop two eights while Summers will drop two sevens, effectively reducing Menzies' lead to just three points. Importantly, there is an extra point available in each runoff for anyone bettering the hill record

standing at the start of the meeting.

Menzies said: "It's anything but a foregone conclusion. Alex is super quick and he's really good at Loton. We've just got to beat him in each runoff, wherever he finishes. I think it'll go down to the last run of the year. There's nothing in it."

Summers said: "Our personal bests at Loton are about eight-

hundredths different, so it's very exciting. I have to beat him and I have to beat him comprehensively in both runoffs. It's unlikely, but it's possible and that's what's exciting. I always said that if I got beaten I'd be fine with that because I like Wallace and I have a massive amount of respect for his talents and what he's done for the sport."

BTRDA RALLYCROSS: PEMBREY BY HAL RIDGE

SEPTEMBER 17-18

BLEASDALE PUTS ONE HAND ON THE BTRDA CLUBMANS TITLE IN WALES

Vauxhall VX220 racer Darren Bleasdale took a significant step forward in his bid to emulate brother Jason in lifting the overall BTRDA Clubmans Rallycross Championship title in the sixth and seventh rounds of the series at Pembrey.

Bleasdale led the Supermodified final on the opening day of the event to secure his sixth straight win, before fending off the close attentions of Alan Crockett in the final on Sunday to maintain his unbeaten run. The results were enough to effectively secure the class crown, but Bleasdale now just needs to start the final round of the season at Knockhill to claim the overall BTRDA rallycross title, and as a

result, the Supermodified crown will be awarded to the next-best points scorer.

Citroen C2 driver Darren Scott did his hopes of claiming the Supermodified crown no harm by finishing second to Bleasdale on the opening day, less than a second behind the winner, while Stanley Bovill completed the podium with his Ford Escort.

Scott also finished on the podium in round seven on Sunday too, but was beaten to second position by rear-wheel-drive Corsa racer Crockett. Champion Gary Cook finished fourth on the opening day but suffered a broken CV joint in practice for day two and was out of the event.

Arguably the race of the weekend and the BTRDA rallycross season so far

was in the Classic category on Saturday, with the eight cars in the final covered by just a handful of seconds at the finish. The encounter culminated in Vauxhall Chevette driver Davy Crockett overtaking Lancia Stratos racer John Cross with a brilliant move in the final corner to take the win.

The category produced another entertaining final on Sunday, Cross initially leading the race, before getting passed by Crockett, the two cars making contact and going off the circuit, sending both down the order. Jamie McBain won in his Peugeot 205, ahead of Vince Bristow.

Abbie McGuinness claimed victory in the BMW Mini category on Saturday but the clutch blew in her car

in the second heat on Sunday, putting her out for the rest of the day as Junior RX racer Max Langmaid claimed the win.

In the Junior category Owen Robbins and Tyler McAlpine claimed the spoils, while British Rallycross champion Dan Rooke made his return to the discipline in the FIA Cross Car division and won on Saturday, before another Junior racer, Corey Padgett, took the win on the second day as the pair prepare to compete in the FIA Motorsport Games in similar machines.

Citroen Saxo racers Charley Moroney and Cai Mainwaring took a win each in the competitive Production class.

Results

Organiser: BARC/BTRDA **When:** September 17-18 **Where:** Pembrey Circuit, South Wales **Starters:** 58
Round 6
Super Modified: 1 Darren Bleasdale (Vauxhall VX220) 3m38.209s; 2 Darren Scott (Citroen C2) +0.990; 3 Stanley Bovill (Ford Escort); 4 Gary Cook (Ford Fiesta); 5 Todd Crooks (BMW Mini); 6 Phil Chicken (Citroen C2); **Production:** Charley Moroney (Citroen Saxo); **Junior:** Owen Robbins (Suzuki Swift); **Production 4x4:** Tomas Ramanauskas (Mitsubishi Lancer Evo); **Modified:** Chris Smith (Honda Civic); **BMW Mini:** Abbie McGuinness (BMW Mini); **Classic:** Davy Crockett (Vauxhall Chevette); **FIA Cross Car:** Dan Rooke (Ya Car Cross); **Clubman 4x4:** David Bell (BMW Mini)
Round 7
Super Modified: 1 Darren Bleasdale (Vauxhall VX220) 4m00.784s; 2 Alan Crockett (Vauxhall Corsa) +4.258s; 3 Darren Scott (Citroen C2); 4 Stanley Bovill (Ford Escort); 5 Todd Crooks (BMW Mini); 6 Phil Chicken (Citroen C2); **Production:** Cai Mainwaring (Citroen Saxo); **Junior:** Tyler McAlpine (Suzuki Swift); **Production 4x4:** Ramanauskas; **Modified:** Smith; **BMW Mini:** Max Langmaid (BMW Mini); **Classic:** Jamie McBain (Peugeot 205); **FIA Cross Car:** Corey Padgett (Ya Car Cross); **Clubman 4x4:** Bell

HISTORICS

DOWN THE WORKSHOP

1925 AC/GN COGNAC

Current owner: Jolyon Harrison



Pre-war car is going strong

It is a famous car

The AC-powered GN special known as Cognac is one of the most enduring and best loved pre-war specials and is still in regular competition with owner Jolyon Harrison. It is best known as the car that the late Ron Footitt campaigned with success over several decades. Incredibly, Cognac is only three years short of its 100th birthday.

It's chain-driven

It is based on a 1925 GN cyclecar chassis, fitted with a two-litre AC engine and driven through a chain to the rear wheels. It is typical of a number of similar specials built during the 1920s using the narrow GN chassis. The name Cognac comes simply from combining GN and AC.

Footitt was a character

Footitt had a particular love of Frazer Nashes and was captain of the Frazer Nash Car Club for a term at the end of the 1960s. He also encouraged many youngsters into the sport and in his time with Cognac he set sprint and hillclimb records.

Harrison now owns it

Harrison said: "I've had the car three years and I've done quite a few events in it. I only do hillclimbs and I've no plans to go racing. I don't want to get caught up in someone else's accident. I bought it from Tony Lees who raced it with the Vintage Sports-Car Club. There is a popular story that Ron Footitt had his last lap in it at Oulton Park after his death. Apparently Freddie Giles, who was the next owner, took Ron's ashes out with him and then emptied the ashes out as he did the lap!"

Lees enjoyed much success

Back in 2016, Lees finally scaled Shelsley Walsh faster than the remarkable time set by Giles 23 years earlier in 1993. Lees also claimed the inaugural VSCC Speed Championship in Cognac.

Harrison has other cars

"It flies and I'm getting there," said Harrison. "I'm still a couple of seconds off Tony Lees' best times at the moment. I've also got a Formula 5000 Surtees TS8 that I use on the hills and was at Harewood recently with that. I've also got a Frazer Nash and a lightweight Bentley that Jack Bond drove at Loton Park."

BAXTER FIELDS REPLICA OF FIRST PIKES PEAK WINNER

Monster aero-engined device takes to the hills to roll back the years

Photos: Paul Lawrence

By Paul Lawrence

Experienced Vintage Sports-Car Club racer and hillclimber James Baxter is now competing in a Romano Special, a replica of the first Pikes Peak winner.

Back in 1916, Rea Lentz won the first running of the 12-mile hillclimb in Colorado in the Oakland Romano, which was powered by an eight-litre Curtiss aero engine.

Baxter has already competed in hillclimbs and plans to race the car, hopefully at Goodwood. He's even considering contesting some winter VSCC trials in the two-seater.

Baxter said: "This is the same engine and we don't know what the chassis was under the original car. But this is a replica of that car and it looks the same. The chassis is a 1913 Oakland and the engine

is a Curtiss OX-5 aero engine built between 1914 and 1918. Mick Sharp built the car, and I bought it from Mick because I love it."

Baxter has owned it for six months. He added: "It's all VSCC eligible and, all being well, Goodwood eligible because it would be ace in their SF Edge race. It's got a three-speed Hudson gearbox and you rarely get it into third. It's so flipping fast in second."

The OX-5 is an 8.2-litre engine that was used in planes, tanks and even trains and there were a lot left over in America after World War One.

"It's really interesting because we all do it these days, sticking the widely available Curtiss OX-5 engine in many an aero car, but Lentz was the first guy who did it. And he was aged 22 at the time he won Pikes Peak," said Baxter.



James Baxter is thrilled with the 1916 Romano Special

THORBURN STEPS UP TO HISTORIC FORMULA 2



David Thorburn's car is operated by Graham Brunton Racing

Classic Formula 3 racer David Thorburn has joined the Historic Formula 2 grid in a March 762 run when new by the Willi Kauhsen racing team.

Though it was raced by several drivers including Jochen Mass and Jacques Laffite, the car did not score any notable results in period for the German team.

More recently, it has been rebuilt from a pile of bits by Greg

Caton and fitted with a two-litre Hart engine for historic F2 under the wing of Knockhill-based Graham Brunton Racing.

Thorburn said he "hopes to do a full season of F2 next year," after spending around a year looking for the right car. "It feels very different to the Formula 3: way more power and grip," he added, having successfully raced the ex-Martin Brundle Ralt RT3 in Classic F3 in recent seasons.

BRODIE JUNIOR BRINGS RS500 BACK

One of the best-known Group A Ford Sierra RS500 Cosworths ended a 17-year racing sabbatical last month.

James Brodie contested the Historic Touring Car race at the Silverstone Classic in the RS500 raced in the British Touring Car Championship in period by his father David.

Brodie said: "It's like dad, it's a family heirloom! It's a very original car and one of the very few still in original ownership. I did a full season of racing in it back in 2005 and since then it's just been sat in the corner. It's dad's winning car and he's my hero. It was like putting on a bit of an old shoe!"



The BBR RS500 made a return

VINTAGE SPORTS-CAR CLUB HONOURS SHARED



Julian Grimwade (left) and Patrick Blakeney-Edwards claimed a win apiece during the VSCC's recent hillclimb at Loton Park. Grimwade claimed fastest time of the day on Saturday in his Frazer Nash single-seater when he pipped PBE by a tenth of a second. Blakeney-Edward dug deep on Sunday in his Frazer Nash Supersports to set the mark at 63.72 seconds, 0.7s ahead of Edmund Burgess (Bugatti Type 51) and Grimwade.

YORKSHIRE SHOWDOWN FOR BRITISH HISTORIC RALLY TITLE

Henri Grehan will head into the penultimate round of the British Historic Rally Championship leading the Fiat 131s of Nick Elliott and Matt Edwards.

Following victory on round four, the Woodpecker Rally, Grehan (Ford Escort Mk2) has a 23-point lead over Elliott with Edwards

11 points further back in third.

With the best five scores to count from six rounds, it is unlikely that Grehan can seal the title on this weekend's Trackrod Historic Cup but another strong result would put him in the driving seat for the final round, the Carlisle Stages on October 22.



Grehan has title in sights

IN BRIEF

Willan close to title

Following the postponement of the Ilkley Jubilee Rally due to the death of the Queen, Dan Willan is very close to securing the Motorsport News HRCR Rally Championship title. If the Ilkley is rescheduled, possibly in November, Willan needs one top-25 finish in either or the two rounds left. However, if the Ilkley event does not run, then the Volvo PV544 driver is already secure as champion ahead of the Dansport Rally on October 23.

Three-legged Manx

The annual Manx Classic will run from April 27-29 next year. The three-day event covers three closed-road hillclimbs on the Isle of Man, starting at The Sloc on Thursday before moving to Creg Willey's then Lhergy Frissell on Friday and Saturday. Each of the hills is more than a mile in length and the last two form part of the TT motorbike course.

GT40s pack out Spa

A total of 19 Ford GT40s are on the entry list for this year's Spa Six Hours on Saturday, October 1. In a field of close to 100 cars, the GT40s will take on Jaguar E-types and AC Cobras. Last year, the GT40 of Oliver Bryant and James Cottingham won the race and they face a gaggle of GT40 rivals including Alex Brundle, Gary Pearson, Mike Jordan, Sam Hancock and Nicolas Minassian.

Category 1 trio

Three Category 1 (pre '68) rally cars are on the entry list for this weekend's Trackrod Historic Cup, led by the evergreen Bob Bean in his Ford Lotus Cortina Mk1. Bean will be joined by Terry Cree, who switches back to his Mini Cooper for the event, and Bob Seager's MG Midget. With all two-wheel-drive cars reverse seeded, Seager will be the first car into the opening Dalby stage on Friday night.

Coles is close

Plymouth teenager Alex Coles is close to securing the British Hillclimb Championship Cup in his Formula Ford Van Diemen RF86. Coles is on target to clinch the title in the final round at Loton Park this weekend after a fine season in the Formula Ford class in the 36-year-old chassis he regularly shares with Caroline Ryder.

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MN POLL WITH MOTUL



F1'S MOST-MISSED TRACKS: AN EYE ON THE PAST

We want to know which of the many tracks lost to F1 you miss the most. By **Graham Keilloh**

Photos: Motorsport Images

Since the inception of the Formula 1 World championship in 1950, circuits have been added to and dropped from the schedule regularly. And fan popularity tends not to be a chief consideration for whether a track is retained or not. Instead safety, politics or – most likely – money are the common factors. As if to underline the point, current favourite Spa was mooted for the chop until a fresh deal was announced recently.

With our Motul-supported poll we want to know which of the circuits lost to F1 you miss the most. We’ve come up with our shortlist of 10 of the best that are no longer on the calendar, and now it’s over to you.

Instructions on how you can vote for your favourite are in the panel next to the article, and the results will be announced in Motorsport News next week.

THE NOMINEES

1 Clermont-Ferrand

A track only used four times to host the ever-nomadic French Grand Prix might not seem an obvious stand out. But that the Charade circuit at Clermont-Ferrand is remembered so

fondly nevertheless says a lot about it. It was a classic road track, swooping and undulating endlessly with barely a straight over its five miles in beautiful surroundings around two

extinct volcanoes. Much more modern autodromes, particularly Paul Ricard, meant Charade's F1 days were numbered, but a truncated version exists today that captures the spirit of the old place.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Montjuïc

Imagine the street track of your dreams. Fast, varied and challenging; picturesque too. On all counts more so even than Monaco. That track was Montjuïc. Montjuïc is a shallow hill to the south

west of Barcelona's centre, and the track held the Spanish Grand Prix four times between 1969 and 1975. It wound and swooped around attractive parkland and elegant architecture of domes and spires, centred by the opulent Palau Nacional.



3 Watkins Glen

Formula 1 has had plenty of false starts in the United States. But modern-day Austin wasn't the first time it's laid down roots with a permanent Stateside track. Between 1961 and 1980 it had the same at Watkins Glen. The road course in upstate New York quickly attracted a large and multi-national crowd and the F1 race's end-of-season slot ensured golden autumnal colours. The layout initially was nothing special, yet a new loop added to the track from the 1971 grand prix elevated Watkins Glen's layout into being a firm drivers' favourite: sweeping, undulating and challenging.

4 Nurburgring Nordschleife

Surely no track ever combined the extremes of thrill and peril like the 14-mile Nurburgring Nordschleife, long-time host of the German Grand Prix. "The Green Hell", as Jackie Stewart aptly called it, was a fearsome ribbon winding and undulating through trees and



hedges. Its challenges such as Flugplatz and Karussell entered folklore. It was the scene of plenty of tragedy, but it also was the setting for drives from the Gods, such as Juan Manuel Fangio's other-worldly comeback drive in 1957 and Jackie Stewart's win by four minutes in 1968's rain and fog.



5 Brands Hatch

The track hit the heights as a Formula 1 host, alternating with Silverstone as British Grand Prix venue between 1964 and 1986, as well as hosting a couple of European Grands Prix and regular early-season non-championship Race of Champions events. Brands' F1 races were rarely dull and arguably the best was saved for last with Nigel Mansell's patriotic triumph in 1986. F1 bosses decided to end the British GP alternation and throw their lot in with Silverstone, leaving Brands sadly on the sidelines.



6 Adelaide

Adelaide sought a Formula 1 race to liven its image, and when the fraternity rocked up in 1985 they found a magnificent organisation plus a wonderful layout that for a street circuit was both surprisingly fast and provided plenty of overtaking opportunities. Best of all, there was oodles of local enthusiasm: likely no host city has embraced a grand prix like Adelaide. Add to this, its season-closing slot, with the titles often settled in advance, lent it an inimitable end-of-term atmosphere.

7 Osterreichring (1970-1987)

Its fine Styrian scenery and gradient is familiar from the modern Red Bull Ring location, but its predecessor Osterreichring's 3.7-mile circuit layout was one of near-constant majesty, all fast, long and dazzling turns topped by the celebrated Bosch-Kurve. The track's average speed rivalled old-school Silverstone. It also had a habit of providing unusual grand prix winners: Vittorio Brambilla got his only win here in 1975, then Penske's John Watson in 1976 and Shadow's Alan Jones in 1977 took their teams' only wins. Elio de Angelis claimed his first win – and Lotus's last on Colin Chapman's watch – in 1982.



8 Pescara

The Pescara track made a sole appearance on the Formula 1 calendar in 1957 when other races were lost to the Suez crisis. And a few bare facts sum up how it offered a challenge a world away from that of today.

It has the distinction of being the longest F1 track ever used – its length of just under 16 miles pips the Nordschleife. And it combined a four-mile straight next to the Adriatic sea with a spectacular wind through the Abruzzi mountains, climbing some 185 metres.



9 Hockenheim (1970-2001)

Hockenheim was a slow burner, as it didn't win popularity awards in its early Formula 1 days. Perhaps this is unsurprising given it replaced the Nurburgring Nordschleife, initially as a 1970 one-off then more permanently from 1977. The circuit was characterised by engine-testing long straights through forest, with these full-noise blasts separated by chicanes. The track then concluded with an incongruent stadium section winding between concrete grandstands, the cars often skittish with the required low-downforce settings.



10 Kyalami (1967-1985)

Formula 1's purported World championship schedule hasn't had African presence on it for nearly three decades. Yet the South African Grand Prix was once a fixture, and from 1967 it was held at Kyalami near Johannesburg. The track, though short, was rapid and undulating. Its trademark was a spectacular downhill pitstraight plunge into the testing Crowthorne turn, followed by the fearsome Jukskei Sweep. The short lap times ensured competitive fare and the usually good local weather made it a popular test venue.

RACING REPORTS

Photos: Motorsport Images

GOODWOOD REVIVAL BY MARCUS PYE

SEPTEMBER 16-18

SHEDDEN SPARKLES TO CLAIM THE TT SPOILS DURING A MOVING WEEKEND



Shedden and Smith's Cobra prevailed



Madgwick Cup win for Miles Griffiths

Tempered by tributes to Her Majesty Queen Elizabeth II, who died on September 8, the Goodwood Revival Meeting's annual glimpse into its rich motorsport history, stretching back to 1948, four years before the start of her reign, was chock-full of pomp and circumstance.

Cavalcades marking the 60th anniversary of Graham Hill's first F1 World championship with BRM, Ferrari's 75th anniversary and the Austin 7's centenary took centre stage.

Three-time British touring car champion Gordon Shedden won the blue-riband RAC Tourist Trophy Celebration Pre-'66 GT race for the third time, driving an AC Cobra rather than the Jaguar E-type shared with Chris Ward in 2015 and '16. Although Jenson Button, in Adrian Newey's highly-developed E-type, made rivals look pedestrian from the start, its gearbox wilted before Harry Newey could complete a flying lap.

Having hounded down top qualifier Romain Dumas in Bill Shepherd's Cobra, Sheds finally put driving partner and fellow Scot Andrew Smith on the podium's top step after years of

trying. Tom Kristensen spun but brought Fred Wakeman's Lister-Jaguar coupe home second, ahead of Rob Huff, finishing Richard Meins' E-type, and Hong Kong's Philip Kadoorie/Marino Franchitti (Cobra).

The Pre-'63 GT race fell to another Cobra/BTCC champ combo, Andy Jordan converting Mike Whitaker's start in his puce former American drag racer to Stirling Moss Trophy victory. A trio of Ferrari 250SWBs, led by Dutchmen David and Olivier Hart, led the chase in a race skewed by a long safety car interlude during which the pits were closed.

Friday evening's Freddie March Memorial Trophy opener, in the spirit of the three Nine Hours races of the early '50s, fell to American Wakeman and Sam Hancock in the former's Jaguar C-type (*see sidebar*). They beat the sister car of Nigel Webb/John Young, repaired since its Classic Silverstone prang.

Bristol-engined cars dominated the Madgwick Cup's period two-litre sportscar bout. Versatile midlander Miles Griffiths (Kieft) left Malcolm Paul and 19-year-old Goodwood debutant Oliver Marcais to dice

for second in Lotus Mk10s. Experience narrowly trumped promising youth.

Romain Dumas and Fred Shepherd won a St Mary's Trophy '60s saloon race apiece in Bill Shepherd's thudding Ford Galaxie. They claimed aggregate victory over Frank Stippler/Alex Furiani (Alfa GTA) from Mike and Andy Jordan's Lotus Cortina and Esteban Gutierrez/Olivier Hart (GTA). Hart battled with Gregor Fiskin in the Galaxie that seven-time NASCAR Cup champion Jimmie Johnson saddled on Saturday.

Andy Middlehurst (Classic Team Lotus 25) won his eighth Glover Trophy 1961-'65 F1 race, his job simplified when gearbox bothers sidelined US returnee Joe Colasacco (Ferrari 1512). Nick Fennell (25). Mark Shaw (Lotus 21) and Philip Buhofer (BRM P261) led the pursuit.

Will Nuthall (Cooper T53) dominated the earlier Richmond & Gordon Trophies set in which John Spiers (Maserati 250F) earned front-engined honours, as the shrieking Hall & Hall-mastered BRM V16 toolroom copy, driven beautifully by Rob Hall, wowed onlookers.

Mark Gillies landed his seventh Goodwood Trophy win in ERAR3A, having jostled through diligently to deny David Morris (ERAR11B). Not even a spin at Lavant prevented Andrew Hibberd from scoring another Formula Junior win, although leader Peter de la Roche (Lola Mk3) was well ahead when he and a lapped tail ender collided at Magwick, stopping the race.

Last year's TT Celebration victor (with Darren Turner) Olly Bryant achieved another Goodwood ambition by winning the Whitsun Trophy sportscar bout in a Lola T70 Spyder, chased by the McLarens of Stuart Hall (M1B) and Rob Hall (M1A). James Cottingham (Tojeiro-Jaguar) retained his Sussex Trophy crown, having wrested the lead from David Hart (Lister-Jaguar), with Griffiths (Lotus 15) on their heels.

A multi-car melee as Goodwood commentator Ed Foster flunked the first Lavant Cup MGB 60th anniversary start from P3 and poleman Rob Huff's engine failed brought red flags. Foster harassed Mark Cole from the restart, sweeping past when the 2002 Porsche Cup champion lost gears.

RESULTS			
Freddie March Memorial Trophy Fred Wakeman/ Sam Hancock (Jaguar C-type)	Celebration Andrew Smith/ Gordon Shedden (AC Cobra Dragonsnake)	Chevrolet T70)	Richmond & Gordon Trophies Will Nuthall (Cooper-Climax T53)
Stirling Moss Memorial Trophy Mike Whitaker/ Andrew Jordan (AC Cobra)	Madgwick Cup Miles Griffiths (Kieft-Bristol)	St Mary's Trophy Saturday: Romain Dumas (Ford Galaxie 500) Sunday: Fred Shepherd (Ford Galaxie 500) Aggregate: Dumas/Shepherd	Glover Trophy Andy Middlehurst (Lotus-Climax 25)
RAC Tourist Trophy	Sussex Trophy James Cottingham (Tojeiro-Jaguar)	Goodwood Trophy Mark Gillies (ERA R3A)	Chichester Cup Andrew Hibberd (Lotus-Ford 20)
	Whitsun Trophy Oliver Bryant (Lola-		Lavant Cup Ed Foster (MGB)



Romain Dumas/Fred Shepherd were St Mary's winners

FREDDIE MARCH MEMORIAL TROPHY

Jaguar C-types revive and thrive in Friday-evening contest

In contrast to the Goodwood Nine Hours races into darkness of 1952, '53 and '55, in which Jaguar's C-type hares were resoundingly beaten by David Brown's Aston Martin DB3 and DB3S tortoises,

the Jags finished 1-2 over an hour in the Freddie March Memorial Trophy race on a glorious Friday evening.

It might have sprung another surprise result. The Cooper-

Jaguar T33 of Guy Harman/Nick Finburgh proved quick enough to win, but 27 seconds of penalties – 10 each for owner Harman jumping the start from Finburgh's pole and a short

stop, plus seven for exceeding the 20mph speed limit in the narrow pitlane – left them an exasperated fourth.

This played into the C-type crews' hands. Californian Fred

Wakeman and Nigel Webb scrapped initially with Goodwood debutant Mike Grant Peterkin (Allard-Cadillac J2X), around which Christian Godard's 1500cc Cooper T39 roller skate buzzed. Past

masters Sam Hancock and John Young took over the Jaguars, but triple Le Mans 24 Hours winner Benoit Treluyer forged the Allard between them, only for a short-stop penalty to drop it to third.

REVIEW: FORMULA E

STOFFEL IS THE ULTIMATE POINTS COLLECTOR FOR FORMULA E CROWN

Sam Smith explores how the Mercedes EQ battler made the most of his 2021-2022 chances

Stoffel Vandoorne reprised Keke Rosberg's memorable 1982 feat of taking a major title by winning a single race in a 16-event season. But like the great Finn, Vandoorne's 2022 Formula E championship success was still completely deserved despite its lack of top step results.

Such was the consistency of the Mercedes EQ driver over the duration of his fourth and Merc's third campaign that the former McLaren Formula 1 racer scored points in all but one of the races and underlined his victorious season with eight podium finishes.

A canny win on the streets of his adopted home in Monaco may look like the stand-out performance but actually fighting drives from the midfield in Berlin and from the back in Marrakesh were equally, if not more so, impressive.

Vandoorne coolly dealt with penultimate race pressure when Mitch Evans won the first race in the Seoul finale event to collect the necessary points for Mercedes to sign off its Formula E adventure with both the drivers and teams' silverware.

For all the bar the last few events the championship was moulded around a quartet of drivers. In addition to Vandoorne, Jaguar's Evans proved to be his most dangerous opponent over the duration of the season, while Edoardo Mortara of Venturi and Jean-Eric Vergne of DS Techeetah saw their challenges fade away after lousy weekends in New York and London in July.

By the Seoul finale in August, Vandoorne had a comfortable buffer of 36 points with 58 to play for. This was largely down to a retirement for Evans in the penultimate event of the season at the ExCeL Arena when for the second time in as many seasons an issue with his inverter stymied his tilt at the title.

The Kiwi had endured a wretched start to the season, claiming just a single point from the first three rounds. But a double win at Rome, a close second to Vandoorne at Monaco and then a textbook victory in Jakarta saw him thrust to the forefront of the title chase.

'Vergne's team was beset with trouble'

Motorsport News



Vandoorne took sole win at Monaco



Evans pushed hard for Jaguar's attack

DRIVERS' CHAMPIONSHIP

Formula E

P	DRIVER	TEAM	PTS
1	Stoffel Vandoorne	Mercedes EQ	213
2	Mitch Evans	Jaguar TCS	180
3	Edoardo Mortara	Venturi Racing	169
4	Jean-Eric Vergne	DS Techeetah	144
5	Lucas di Grassi	Venturi Racing	126
6	Jake Dennis	Andretti	126

TEAMS' CHAMPIONSHIP

Formula E

P	TEAM	PTS
1	Mercedes EQ	319
2	Venturi	295
3	DS Techeetah	266
4	Jaguar TCS	231
5	Envision Racing	194
6	Andretti	150

MN'S TOP FIVE DRIVERS OF 2021-2022

1 Mitch Evans
Team: Jaguar TCS Racing
Championship position: 2nd
Quick, tenacious and out-and-out the most rounded driver of the season despite missing out on the top prize again



2 Stoffel Vandoorne
Team: Mercedes-EQ
Championship position: 1st
Super consistency was only one facet to a brilliantly polished season



3 Edoardo Mortara
Team: Venturi Racing
Championship position: 3rd
Capable of decimating the opposition but still prone to occasional unnecessary risk taking



4 Jake Dennis
Team: Andretti Formula E
Championship position: 6th
The unfancied charger who when conditions are right is up there with the very best on the grid



5 Jean-Eric Vergne
Team: DS Techeetah
Championship position: 4th
Excellent up until the last quarter of the season but appeared to get fatigued after Peugeot World Endurance Championship testing and racing ramped up in dual programme



But as well as his slow start and technical issue in London, Evans also made several small errors in qualifying, notably in New York which cost him points to Vandoorne and gave the Mercedes EQ driver the points advantage.

However, generally Evans was the class act of the season in a car that was clearly inferior in several departments to the Mercedes.

This was emphasised by Mortara who matched Evans' haul of four victories over the season as he made the most of the Mercedes car with which Venturi is a privately supplied customer.

The Swiss-Italian had scored his first win (on the road at least) at Puebla in June 2021 but saw his slight title hopes flounder when he creamed into Evans' stalled Jaguar on the Berlin grid.

This season Mortara was much

more clinical in his execution of races and his romps to success in Diriyah, Berlin, Marrakesh and the final race in Seoul marked him out as a potential champion in waiting for when Venturi transitions into Maserati for 2023.

Double champion Jean-Eric Vergne didn't add to his tally of victories this season for DS Techeetah, a team that was beset with off-track issues mostly because of its venture capitalist Chinese owners.

This destabilisation had an impact on the overall performance, and although Vergne's team-mate Antonio Felix da Costa won convincingly at New York, the Chino-French outfit was never really in contention for adding title trophies to its well-stocked cabinet.

Outside of the top four teams – Mercedes EQ, Jaguar TCS Racing, Venturi and DS Techeetah – Jake Dennis was the stand-out performer for the Andretti squad.

It continued with BMW powertrains in 2022 but had to reshape its team without the support of the German manufacturer after it left the series at the end of 2021.

Dennis started and ended the season spectacularly well, claiming a win in London and three other podium positions after a series of stellar drives.

Reigning champion Nyck de Vries had an erratic year. Despite winning at Riyadh and Berlin, he was often involved in contretemps with his rivals and finished a disappointed ninth in the standings. ■



Mortara was a winner in the finale race in South Korea

REPORT: CASTLE COMBE RALLYDAY

STARS COME OUT TO PLAY

The headline acts wow the fans at Castle Combe's Rallyday. By **Paul Lawrence**

The fans got up close and personal at Combe



Champion enjoyed the Ford Escort RS1700T

**"I am
spoilt for
choice:
I'm a very
lucky guy"**

Gwyndaf Evans



Rare Audi was a lesser-spotted sight as ignition woes struck



Evans Sr was grilled on stage by Howard Davies

The combination of star cars and star drivers turning it on for the crowds was the headline of this year's Rallyday at Castle Combe

With a full day of on- and off-track attractions, it was the Legend Stages in the middle of the day that really delivered the action for the rally fans at the Wiltshire race circuit. With two special stages set up, one using the pitlane and paddock area and one using the circuit as far as Hammerdown, there was non-stop action for an hour and a half as around 15 significant rally cars from across four decades were put through their paces.

The line-up of cars centred on those supplied by BGMsport, each one a gem, ranging from an ex-Jimmy McRae Vauxhall Chevette to an ex-Colin McRae Ford Focus WRC via an ex-Hannu Mikkola Audi Quattro and an

ex-Prodrive Group A BMW M3. Sadly the Quattro only managed a couple of stages with David Higgins at the wheel before it stopped with an ignition gremlin. As BGM boss Ian Gwynne pointed out, 40-year-old electronics can often be temperamental. Early problems also prevented Kevin Furber from showing off the potential of his impressive Peugeot 208 T16 R5.

However, those glitches aside, the cars alone were stunning. But when driven by some extremely capable drivers, they became simply fantastic. A big crowd was well entertained during the Legend Stages with drivers of the calibre of Gwyndaf Evans, Higgins, Ryan Champion, Matt Edwards and Gwynne at the wheel. It was always going to be a spectacular show, and they did not disappoint.

Evans was undoubtedly one of the stars in his typically unassuming style. Having been offered a pick of the cars by Gwynne, Evans understandably opted to take the

ex-McRae Focus 'Y5 FMC' for a spin. Evans said: "I feel very, very honoured to drive this car." As expected, he quickly got on top of the car and was soon throwing it around in a style of which the late McRae would surely have approved.

Similarly, Ryan Champion was on great form, notably, at the wheel of the rare prototype Ford RS1700T and, later, the BMW M3. He handled both in glorious fashion and admitted that the RS1700T had impressed him as quite a weapon. Champion said: "I first drove it at Goodwood and I think it had a lot of potential as a Tarmac car. It's a shame Ford didn't carry on with it at the time."

Matt Edwards stepped back 30 years to drive Nicky Grist's Toyota Celica GT4 with aplomb as the owner looked on, while other crowd pleasers were John Peck's stunning Bastos-liveried Ford Escort Cosworth and Nick Beddoes, who threw his 2.5-litre Millington-engined Escort Mk2

around in crowd-pleasing drifts.

Away from the live stage, one of the headline acts was the inimitable Howard Davies on the interview stage and a 45-minute set with his old mate, and former driver, Gwyndaf Evans had the crowd in stitches as they recalled some gloriously irreverent tales of their time together. Only Howard could get away with asking some of the questions that he does, and it made for a fabulously entertaining part of the day.

Later, a gaggle of club rally cars took to the circuit for some laps, which included the bizarre sight of a Dacia Duster rally car lurching itself and leaving an oil slick of vast proportions.

But overall, it was the Legends, both cars and drivers, that won the day and the sight of Champion doughnutting the M3 with immaculate precision and hurling it around the narrow confines of the Castle Combe paddock was an absolute highlight.

Photos: Ben and Paul Lawrence



Fans were royally entertained by some sideways action on the purpose-built rally stage around the track



Ryan Champion provided the crowds with some doughnuts throughout the day in the gorgeous BMW M3

EVANS OPTS FOR A FOCUS

As a Ford dealer, Gwyndaf Evans is understandably a Ford man, even though his son Elfyn is a WRC ace for Toyota. So when presented with a selection of cars at Rallyday, Gwyndaf was really spoilt for choice. He finally opted for the fabulous ex-McRae Ford Focus WRC but also hankered after a Ford RS200.

Evans told MN: "I've been to Rallyday quite a few times before. I spoke to Ian Gwynne this morning about which car I was driving and he said take your choice, and so I'm spoilt for choice. What a lucky man!

"The Ford RS200 was very much on the list but unfortunately it wasn't running. I was actually fancying the Fiat 131 as well and the Audi Quattro, of course. I mean, who wouldn't walk past that and want to drive it!

"I did drive an RS200 around Boreham



Evans Sr finally opted to drive McRae's famous Ford Focus WRC

a few times. But there were just before my era; before I joined Ford. It would have been fantastic to rally them, but absolutely a challenge. They are beautiful cars.

"There was a hangar full of them at Boreham when I was there, and nobody really wanted them. I can't believe it. If only we knew then what we know now! But life is a bit like that."

IAN GWYNNE: THE KEEPER OF THE RALLYING JEWELS

At the heart of Rallyday is a stunning collection of rally cars prepared and tended by BGMsport, the company set up by the late Bill Gwynne and now run by his son Ian.

With the cars generously loaned out to rally stars, and driven the way they were originally intended, the spectacle is what makes Rallyday. As well as managing the whole show, Ian Gwynne will drive any of the cars with aplomb.

Gwynne said: "The business has changed a lot since my dad Bill ran it. When dad had the business it was completely rally orientated. Then when I took over I simply fell into a different market place through one or two customers outside of rallying.

"Then the restoration side developed and here we are now. It's totally different and I think we've got more than 50 cars in the workshop. They're owned by a whole range of customers but they're all

special in their own way. We don't do any run-of-the-mill regular cars at all. They've all pretty much got a pedigree or a history.

"There's seven or eight of us there, depending on what's going on. We don't do any competition events anymore. It's all demonstration and show-type events like this. That's all we do because none of these cars are ever going to be rallied again. They're too rare or they're too valuable. But you know, Steve Rimmer from DirtFish is a classic example of a car owner. He loves his car's being displayed and used, though I think he gets a bit nervous sometimes of people driving a whole range of his cars!

"Here at Castle Combe we have 15 cars and two period service vans as well. The Bedford is a proper period Blydenstein Vauxhall service van and the Ford Transit is just an original van that has only done 4000 miles."



Just one of many BGMsport cars was the Vauxhall Chevette

LLEWELLIN AT A CROSSROADS

Tom Llewellyn is one of the rising stars of British rallying and he used Rallyday to show off his Mitsubishi Mirage R5 as he ponders his next career move.

The 21 year-old is the son of British Rally champion David. Llewellyn Jr said: "I'm taking the Mirage out on the Legends Stage. I haven't done that before but I've been to Rallyday many times, obviously with my father.

"So he's always showing off around here and the plan today was just to show the car off and have a bit of fun.

"My next move in rallying is still up in

the air. We're trying to work out plans for next year more than anything. We're also trying to do a couple of rallies this year but sponsorship is obviously quite hard to get. The Cambrian is possible and the Wydean is definitely possible. It might be in the Mirage or it might be in a Fiesta Rally2 again, who knows?

"I'm not too sure on what to try and do next year. If you're looking at the bigger level, I'd say you want to go and do European events or some sort of Junior Championship outside of the UK to get more exposure."



Llewellyn is fluid on his plans for the remainder of 2022 season

FEATURE

DAVID BOGIE: RALLYING ISN'T JUST ABOUT SUCCESS

*The recently crowned six-time Scottish Rally champion chews the fat with **Luke Barry** as he tackles the MN readers' questions*



Back on top: David Bogie won again

David Bogie is one of the biggest names in British rallying from over the past two decades. His CV speaks for itself – six Scottish Rally Championship titles, the 2011 British Rally Championship crown, over 50 rally wins; Bogie certainly doesn't have a small trophy cabinet.

Blindingly fast and utterly professional, Bogie cut his teeth as a teenager in a humble Vauxhall Nova before spreading his wings and entering the four-wheel-drive game, winning rallies pretty much immediately and the championships soon followed.

Despite continued success against the clock, incredibly Bogie hadn't lifted a championship title in almost a decade before second place on the Galloway Hills Rally earlier this month was enough to assure him of a record-extending sixth domestic title.

As you're about to discover, the Galloway Hills has a very special place in Bogie's heart – as does the famed Scottish Rally, an event Bogie has won more times than anybody else in history. Thanks to you, the MN reader, Bogie talks openly about his love of a famous rear-wheel-drive machine, his work with a World Rally Championship team, ice hockey, rivals and why rallying for him has never purely been about success at all.

Question: *How early did you realise you wanted to be a rally driver?*

Morgan Tries

Via email

David Bogie: "I can't really remember. Obviously from a very young age, my dad had a very keen interest in rallying and my mum and dad actually met in the car club, so I was going to rallies at a very young age. Probably one of the earliest memories I do have was 1993 Galloway Hills Rally and Colin McRae was there and he was spectating, and I can always remember my dad saying to me 'go and get that guy's autograph, he's going to be World champion someday' and Colin laughed, but of course he was World champion in '95. But we got the programme signed. I was really young at that time, just six years old. That was probably my first real taste of rallying and that's when the bug would bite me."

Photos: Jakob Ebrey, mckein-imagedatabase.com, MartinWalsh, rallygallery.com, Gary Fothergill, pro-rally.co.uk



On his way to a class win on the Rallye Sunseeker on 2008

MN: I’m assuming you must still have that programme somewhere?
DB: “I do, yeah. Actually, a friend of mine, Murray Grierson, he’s on the front cover in a Metro 6R4. He must have won it in 1992. So yeah I’ve still got it there.”

Question: Who was your rallying hero?
David Trumperton
Via email

DB: “Colin McRae. I think obviously meeting Colin at that young age [helped] and we followed Colin through his World championship title and beyond, so Colin McRae. I was fortunate enough to get to know him as well. I think any young, aspiring rally driver in Scotland at that time looked up to him. He was probably the most exciting driver the world’s ever seen, and the fact he’s from Scotland is something we’re all very proud of.”

Question: Do you still have your Vauxhall Nova? I used to love seeing that car being ragged for all its worth on the stages...

Kevin Pascal
Via email
DB: “Yeah, I’ve still got the blue Nova which I used in the BTRDA 1400 championship. It’s in absolutely

immaculate condition and it’s one that I plan on keeping as part of my car collection. I also have my very first car, which was my green Nova, the 1300 eight-valve, albeit it is a bodyshell at this stage, a damaged shell, so I’ve got plans to rebuild that car into its former glory. Obviously very fond memories of back then. Rallying at that time, everything was new and it was an incredible experience.”

MN: You were just 17 or 18 years old at the time weren’t you?

DB: “Yeah 17 and a half. My birthday is July 31, first event was December 2004.”

MN: At that stage your dad was rallying a lot, but for you was it taken seriously as if it was a career from the get-go? Was it just a bit of fun, where did you see it going?

DB: “Nowhere, it was just a bit of fun and that was it. I’d grown up watching my dad, he rallied in his younger days and then took time to have the family and build up the business but came back in 2001 and bought a Metro 6R4 and, of course, every rally my dad competed in, I was there. I’ve great memories from watching my dad competing so of course when I turned 17 that’s all I wanted to do.

“I wanted to work in the business and I wanted to go rallying, those were my two goals in life. I wasn’t particularly fussed about being in school I just wanted to leave, work and go rallying. It was great, we bought this fairly basic car with no expectations whatsoever.

“We did the Grizedale Stages, won the class on my first event, and believe it or not the following day we did the Galloway Hills Rally and we got most improvement on seeding – I think we were second in class from memory. So yeah, nothing like it. A weekend, I did two rallies. We basically gave the car a wash between the two events and that was it. We weren’t run by a professional

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Early days spent thrashing around in a Vauxhall Nova

“Rallying was all new to me and very exciting”

David Bogie

FEATURE

team or anything like that it was just a friend who came along to help. [It was one] hell of an experience, but back then scrutineering was exciting. Going to signing on was exciting. The feeling of leaving the startline, doing the first stage, was just the best feeling ever, so that's a feeling you'll never get back. It was just incredible times."

Question: *I heard on a podcast recently that you had Seb Marshall as a co-driver. What was that like, and are you still in contact with him today?*

Sarah Duns

Via email

DB: "Yes Seb sat with me for a year in the BTRDA 1400s and did a great job. Obviously Seb went on to World championship events and he's achieved a lot. We don't keep in touch now, we don't see each other, obviously just because he's more World championship-orientated whereas I'm more national championship-orientated."

MN sets the scene: Throughout his early years, Bogie drove a lot of different cars including Vauxhall Novas, MG Metro 6R4s, Mitsubishi Evos and several World Rally Cars – often in the same year.

Question: *You used to drive a lot of cars in one season. How fun was that, and was it difficult to adapt or was it actually purely a positive as it helped you develop quicker as a driver?*

Alexander Cameron

Via email

DB: "We jumped back and forward between a lot of cars for various different reasons. It's not easy, it's not straightforward. I think maybe people would suggest if you jump into a top-flight car you can just jump in and automatically do the business. It's harder than that, learning a car and getting the most out of a car is very difficult."

"However, I think from driving front-wheel-drive Novas to rear-wheel-drive Ford Escorts to four-wheel-drive Metro 6R4s and Rally2 cars, although it's not easy it certainly brings you on as a driver. It allows you to adapt quicker than maybe most."

MN: Would you say it still brought you on this year, given how many times you were jumping around in 2022 as well?

DB: "Yeah it's been a very difficult year in that respect, jumping from the Mini to the Rally2 Ford Fiesta and to the Escort Mk2, Pirelli tyres to Michelin tyres, left-hand drive to right-hand drive, four-wheel drive to rear-wheel drive, Tarmac to gravel, five different co-drivers, there's just been so many changes this year."

"To be honest we don't have a plan yet for next year but whatever we do will be more consistent that's for sure. I've found it really hard work this year, and I think at times people don't appreciate



Bogie was seventh in the BRC after a tough 2016

how hard it is to jump from car to car and co-driver to co-driver and so on."

Question: *What worked so well with you and Kevin [Rae, long-term co-driver]?*

Martin Crosbie

Via email

DB: "I don't know! It was just a click right from the word go. We're very good friends, we get on great together, we went rallying for the right reasons: we wanted to go out there to enjoy ourselves and it was an incredible partnership."

"Obviously the amount of miles we covered on British championship rounds, Scottish championship rounds, various different cars with various different teams, having someone like Kev by your side it made things so, so much easier. Yeah, it was definitely a great relationship. And still is."

Question: *What does it do to you as a driver when you win your first championship? Do you relax more and feel like you've proven yourself?*

Jack Hicks

Via email

DB: "Yeah I think so. Right out through my rallying career I don't want to say I've no had ambition because of course I've had but I've just wanted to do as best as I can in the sport and achieve as much as I can."

"The 2008 season was my first real title which was the Mitsubishi Ralliart Evolution Challenge, so that was great. If I'd won that and nothing more I'd be over the moon. The following year we went on to win the Scottish championship followed by a further four Scottish championships and a BRC title so yeah, to answer that question it's great to win the first title and it certainly boosts your confidence. It shows that you're

capable and able to do the business and that allowed us to obviously go on and succeed a bit more."

MN sets the scene: Statistically 2011 was Bogie's most successful year as he won both the Scottish and the British title – becoming the first driver in history to do so in the same season.

Question: *How often do you think about 2011?*

Percy Wilkin

Via email

DB: "Yeah a lot, a lot! It was a crazy year it really was. We set out at the beginning of 2011 just to do the first round of the British championship, first round of the Scottish championship and see where things took us. We won the first round of each and thought 'bloody hell, this is a good start!' So things just went on from there. An absolutely incredible year; a busy year but obviously a successful year and 2011, although it wasn't

yesterday it's still firmly in my mind. Great memories."

MN: Was that you at your peak as a driver, or did you improve from there?

DB: "Yeah I think probably at that point I was getting a lot of seat time, I was on Tarmac, gravel, various events, the two championships it was great. But we were really at a crossroads then. Do you throw all your resource into trying to take the next step or do we consolidate we have?"

"And right the way through my rallying as I've said previously, I just want to go out and enjoy it. Be successful but enjoy it. After winning those championships, after winning each rally it was straight back to work. It wasn't like we took a year out, we were still working while trying to do as much rallying as we could. My feet have always firmly been on the ground, we've got a family business that we all work hard in and we knew going

"I just wanted to achieve as much as I could in rallying"

David Bogie



On the Colin McRae Forest Stages with the Focus WRC in 2008



David and chums: Jackie Stewart (centre) and Kris Meeke (right)



UK success came in 2011 in the Lancer E9

forward that we had to focus on our business and our family. We've had a lot of business from going rallying too, so that's always been a key reason I go rallying: to enjoy it but also help promote our business."

Question: *I'll always remember your battles with [Euan] Thorburn for the Scottish title in the Ford Focus days. How close was it, and what was your relationship really like?*

Alex Watson
Via email

DB: "Euan was a good competitor and you've got to respect any competitor for that. I think it was good for Scottish rallying, it was nice and close, and I think that's what people wanted to see. Whether it's Euan Thorburn, whether it's Jock Armstrong or who it is, they're all competitors at the end of the day, they're all important to the sport and you always need competition."

MN sets the scene: Seven years ago on the Granite City Rally (now Grampian Forest Rally), Bogie in a Ford Fiesta R5 and Dave Weston Jr in a Subaru Impreza S12B WRC tied for first place, but Weston was credited with victory as he was quickest on the first stage – a superspecial.

Question: *Granite City 2015, that rally must stick in the mind more than most?*

Julian Williams

Via email

DB: "Everybody always says 'a superspecial stage, you can't win the rally there.' And I said after the rally, because it went down to the tiebreak and it went to the first stage he was quickest:

"That's not right, you can win a rally on a superspecial stage!" That is something that from that day onwards I've always carried, go into a superspecial stage – and as we've seen recently with Andreas Mikkelsen going off the road [on this year's Acropolis Rally's Olympic Stadium stage] that conversation came up with some friends. I've lost rallies on superspecial stages, so you've still got to push on. But yeah it was a great day, and Dave was a good competitor."

MN: Is it difficult to accept defeat when it's by essentially zero seconds?

DB: "It's obviously disappointing to lose out on a tiebreak, but sometimes you're on the right end of it sometimes you're on the wrong end of it. As I said Dave was a good competitor, it was a good day out and it's not all about winning."

MN sets the scene: When the BRC resurfaced in 2016, Bogie was paired up with Swedish driver Fredrik Ahlin for two years at CA1 Sport. The duo formed a close relationship and learned plenty from each other.

Question: *You seemed really close with Fredrik – tell us a story that we might not know?*

Mattias Nilsson

Via email

DB: "[Laughs] I don't really know what I can tell! But to answer the first part of the question I was really close with Fredrik, he was a great competitor – so focused, so driven, so determined and that brought me on 100%. His dedication to the sport is something I've never seen from anyone else and it was great to be part of that. He definitely,

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Double champions: David Bogie (left) and his friend Kevin Rae (right) were the stand-out drivers in 2011

FEATURE



David Bogie absolutely loves battling in a Ford Escort Mk2



Fredrik Ahlin and David Bogie were team-mates in 2016 and formed a strong friendship, which endures

definitely brought me on as a driver.”

MN: It might be difficult to share any secret stories, but what went on between you two away from rallies? He was based in Sweden so you weren’t exactly next-door neighbours, but would you talk away from rallies or was it strictly a professional relationship?

DB: “Yeah I’ve been out to see Fredrik socially, I’ve seen ice hockey with him. I’ve had Fredrik across to Edinburgh to watch the rugby, and yeah [he is] two different guys.”

“Fredrik on a rally was very much just Fredrik Ahlin the rally driver. As soon as the rally was finished he was just a different Fredrik altogether, so great fun socially. It’s a shame that he’s obviously not competing now because I do think he had the capabilities to go far further in the sport, but as we’ve seen with many drivers in the past that takes a lot of financial backing to be in the right place at the right time.”

Question: Why don’t we see you in BRC anymore?

Oscar Kinross

Via email

DB: “I felt after doing the BRC with CA1 Sport, I really enjoyed that time and it was the right championship to do at that time, and I just feel now I’m probably at a stage in my career where I’m enjoying going out driving different cars, doing different rallies. Will I be back in the BRC at some point? Possibly. Is the timing right now? No, it’s not. So that’s why we did the Scottish championship this year. We’ve got a lot on work wise and obviously recently I got married as well – there’s various commitments with that like the honeymoon etc. So I’ve got lots going on, I’d probably struggle to dedicate that time to be right at the sharp end of the BRC at this stage.”

Question: Didn’t you do shakedown for M-Sport occasionally? How did that come about?

Colin Sadler

Via email

DB: “Yeah I did, shaking the cars down before they went out to the World championship rounds. I’ve driven various cars. Obviously they’ve got their own factory drivers who would do shakedown sessions prior to rallies to gain some more seat time, of course Matthew Wilson would shake cars down and they’ve got their own shakedown driver within M-Sport, Davy Lindsay. So if Davy had commitments to World championship events or whatever it meant there was a requirement for a driver. I’m only along the road [in Dumfries, just over 50 miles from Cockermouth] so we did quite a few shakedowns for M-Sport and it was good fun, and great to drive the latest-generation cars.”

MN: What does it actually feel like to launch a 2017-spec World Rally Car?

DB: “Crazy, absolutely crazy! And with these shakedowns you’re throwing the car around, you’re doing handbrake turns, you’re doing launch starts and you’re sliding the cars. Obviously the objective is to make sure nothing’s going to come loose, there’s no vibrations, the steering wheel’s pointing up the middle of the road. On one of the shakedowns in particular the car cut out, and they traced it back to a fault that, had that shakedown not taken place, would’ve occurred at the beginning of the rally, so it shows the importance of it.”

“Now with the quality and reliability of M-Sport’s cars it’s very seldom you get a problem, but if you have a problem once out of every 100 shakedown sessions, then it’s worthwhile. So yeah it was a good experience, I was happy to help.”

Question: Do records inspire you? Six Scottish titles and seven Scottish Rally wins is pretty awesome.

Gregor Pattenden

Via email

DB: “Yeah I suppose so. I wasn’t driven by setting records before, as I said I wanted to go out and achieve as much



Bogie sealed the '22 Scottish title on the Galloway Hills

as I could, but I suppose when you're looking at records there's certain boxes that I wanted to tick and obviously getting the most Scottish Rally wins for example, being from Dumfries, being a local rally, that's something I'm proud of. I would be quick to say, and I have done on several occasions before, that I wouldn't compare it to rally in years gone by when Roger Clark set the record that he did, but at the end of the day it's in the history books and I suppose yeah records are something that I'm very proud of."

Question: Congratulations on another Scottish title. I bet you never expected to win your next nine years after the last?

Rachel Learmonth
Via email

DB: "Yeah I suppose it was a while ago since I won the last one, we went and focused on different things. It would be very easy at that point carrying on doing Scottish championship but we wanted to go and try British championship events for example and various other events, so it was nice to come back."

"Last year unfortunately I had to skip the Grampian because of wedding commitments, and obviously with the Covid outbreaks at that time I was lying very low, trying to keep away from

Covid prior to my wedding. I know it's all ifs and buts but potentially if I'd done the Grampian last year it would've been another one [title]. I always thought when the timing's right I'll go back and try for another Scottish championship win, so it's nice to get one again."

MN: I guess for you as well, obviously you've had success on rallies but you hadn't won a title for quite a while since the Galloway Hills Rally this year. So it must be quite nice to rediscover that feeling and know you can go to an end-of-season awards do and pick up a trophy?

DB: "Yeah that's the downside to doing selected events. Doing selected events, there's no pressure as far as championship goes, you can do the rallies you want to do and skip the rallies you don't want to do whereas when you do a championship you're tied into the championship."

"So there's pros and cons to both, but obviously the pro to doing a championship is at the end of the year if you get a good result you get to stand there and lift the trophy and celebrate it."

"So it'll be nice to get back to the awards do again, I've always been a big supporter of the Scottish Rally Championship and it's nice to get my name back on the trophy."

MN sets the scene: In recent years Bogie has become just as renowned for rallying a Ford Escort Mk2 as he has a WRC or Rally2 car. In fact, he's owned two since 2016 – winning the National section of Donegal that year before commissioning a more advanced car with trick electronics and traction control. But that car will soon be replaced by a new shell. ...

Question: Why do you love Ford Escort Mk2s so much?

Richard Lister
Via email

DB: "What's not to love? If you want to do something to that Mk2 Escort you just do it. With homologated cars you can change things like damper settings or springs or diff angles, stuff like that, whereas with a Mk2 Escort if you say 'let's do this' you can come up with that concept, you can make that design and you can make that happen. So a blank sheet of paper is probably what I like most about it. I love modified rallying – the competition is so close, it's rallying for the right reasons, it's sideways, there's high revs and I just love it, I just enjoy every minute of it."

Question: When will we next see you in the Escort?

Graham Rodgers
Via email



Mini adventure: Bogie tackled the Argyll Rally this year in a Mini

DB: "Don't know. I don't think it'll be this year. I have built a Mk2 Escort which we're looking to develop between now and the end of the year. I would say next year. We don't have a plan in place yet, we're just trying to get in some miles. We'll make a plan between now and the end of the year, but I'll definitely be out on selected events next year."

Question: What's harder: winning a rally overall in an R5 or the modified class in Ireland?

Marty O'Callaghan
Via email

DB: "The modified rallying in Ireland, the pace is just mad. In Donegal for example, the pace is crazy and I think everybody appreciates when you see the times of these top modified guys against R5 cars, the pace these guys are actually on it is a hell of a pace. What's easier? I suppose it depends which event you went to. There's easier events to win in an R5 car than others, and also that applies to a Mk2 Escort."

Question: Any car, any stage and against any driver in history for fastest time. What, where and who?

Luke Young
Via email

DB: "[Pause] That's a hard one, it definitely is. I've great memories from winning the Scottish Rally [in 2017], me and Fredrik going into the last stage with 0.1s between us. Unfortunately Fredrik hit trouble, but it would probably be nice to go head-to-head with Fredrik again at some point, just for old times' sake. I suppose it would have to be in a Mk2 Escort. I don't know where, but that would be a nice one."

MN: Is there a car and a rally that you've never done in your career that you would like to?

DB: "I've ticked most of the boxes of events I do want to do. But obviously there's events in Europe in Scandinavia [that I haven't done that do appeal], so I'd probably like to do Rally Sweden. Rally Sweden would be a good one to

do at some point. I went across and did Ostersund Winter Rally [in 2018] and loved every minute of it, so yeah."

MN: Any particular car? You've driven quite a lot! But anything you've really wanted to have a go in that you've not tried?

DB: "I don't know, it would probably have to be a current Rally1 car wouldn't it?"

Question: If you could design the perfect Scottish Rally, where would it be based and what stages would it include?

Terry Shepherd
Via email

DB: "In an ideal world, budget was no option?"

MN: Yeah!

DB: "We're spoilt with gravel stages in Scotland, we definitely are, we've some of the best stages in the UK."

"But also we've got some incredible Tarmac roads. Tarmac rallying, going forward, is only going to gain momentum so I'd love to see a big closed-road Tarmac rally in mainland Scotland – something that would be two days long, covering various parts. Something comparable to Rally of Scotland in years gone by, based on closed roads."

Question: Does David have any regrets in his career?

George Myatt
Via Facebook

DB: "No, I don't. In rallying terms no, definitely not. There's probably things looking back I would have done differently, but I wouldn't say they were regrets. I'm pretty happy with how things have gone. I've achieved far more than I'd ever set out to achieve. I had never dreamt of winning a rally when I was in my Vauxhall Nova, never ever in a million years did I dream of winning a rally, never mind a championship, never mind several of them. I've surpassed all my goals that's for sure." ■

"What's not to love about an Escort Mk2?"

David Bogie

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FEATURE

SMALL-ENGINEED HILLCLIMB CONTENDERS: THE GIANT KILLERS

*For sheer commitment on the hills, there isn't much to rival the smaller-engine single-seater categories. **Paul Lawrence** investigates.*



Richard Spedding has been a star in his GWR

At the top of British hillclimbing are the hugely fast and hugely powerful over two-litre single-seaters topped by the three- and four-litre Cosworth engined cars like those of Wallace Menzies and the 2.6-litre IndyCar-engined car of Alex Summers. They are simply stunning and dominate the

British Hillclimb Championship.

However behind them, and snapping furiously at their heels, is a whole squadron of sub two-litre engined cars, which are all driven with just as much determination and commitment by a raft of talented racers.

On occasion, there can even be some giant killing when a smaller car claims some scalps among the bigger engined cars. These are often the most fiercely contested of all the hillclimb classes.

In the early years of the 75-year-old British Hillclimb Championship, back in the mid-50s and early 1960s, the faithful Jap motorbike engine powered as many as 10 champions to their title as 1100cc Jap-engined Coopers became the state-of-the-art hillclimb car of the day. Of course, that has changed massively over the years and it is three decades since a sub two-litre car won the most coveted title in British hillclimbing.



Paul Haines can get 450bhp from his methanol-powered Gould

Nowadays every event, including the 13 weekends of the BHC schedule, features ferocious contests across five classes aimed at under two-litre single-seaters. Mostly, in parallel with the early years of hillclimbing, it is motorbike engines that power the way, notably the versatile and hugely successful four-cylinder Suzuki Hayabusa unit.

The first division is for the 1100cc cars, often running Suzuki engines. Then, there is a 1600cc division where most of the Hayabusas find a home, while the two-litre division is split into normally aspirated and forced induction classes. The normally aspirated cars include several with bigger Hayabusa units, now taken out as far as 1720cc, as well as the occasional Cosworth and Vauxhall engine and the very effective TKD V8. Masterminded by hillclimber Terry Davis, the TKD V8 is basically two Yamaha R1 superbike engines mated to a single bottom end. In the forced induction division, it is mostly about 1300cc Hayabusas in either

turbocharged or supercharged form.

The result is a wide array of cars running with anything from 200bhp to well over 400bhp, and yet the times are always incredibly close as fortunes rise and fall on different hills across the season. As well as competing for class glory, these drivers are chasing a coveted place in the top 12 runoff and the chance to score BHC points. On their day, they can still worry the very top runners, though the days when a sub-two litre car could win a runoff on even terms may have now gone.

While Suzuki is the powerplant of popular choice, a range of hugely effective purpose-built chassis pack out the classes and there is little to choose between Gould, GWR Raptor, OMS, Empire, Force and DJ.

Over the past decade, Jos Goodyear and Richard Spedding have been the two top drivers in smaller engine cars and Goodyear's 2015 hill record at Barbon Manor of 20.08 seconds seems set to stand for a very long time. Across

continued on page 28

"Aero is great and you have to trust it"

David Warburton

FEATURE



The Empire is a leading chassis, here in the hands of Zac Zammit



Stuart Sugden travels from Scotland to exploit his GWR machine

four years up to 2019, Spedding finished in the top five overall for four years in the row and is the last driver from the under two-litre ranks to take an overall BHC win back in 2019. But even Spedding thinks it unlikely that it could happen again, given the ever-advancing pace of the big engine cars.

This year once more, as Menzies and Summers have battled mightily for the title, outright hill records have been reset on a regular basis, and the gap between the two groups has tended to widen a little. Hills like Prescott and Bouley Bay can suit the smaller cars, but the big bangers have their head at power hills like Gurston Down and Shelsley Walsh.

That’s not to say that drivers cannot make the leap across the great divide and notable this season has been young Matt Ryder, who stepped up from a 1600cc car into a four-litre 700bhp Gould. He has won two top 12 runoffs and come very close to breaking the all-important outright record at Shelsley

Walsh in a most impressive first season at the top table.

Even if a runoff victory is now out of reach, the big reward for the small-engine cars is a coveted number. Each year, the top 10 finishers in the British Hillclimb Championship carry that number for the following season and running with a number from one to 10 on your car is a sign of a massive achievement.

As we head into the final weekend of the 2022 season, it is almost certain that Spedding, Paul Haines and David Warburton will all run with a number next year on the back of tremendous performances in small-engined cars.

With so many quick drivers and car combinations in the classes the action is frenetic and the level of commitment is as high as anything in the sport. To stand beyond the startline at Gurston Down and watch the quickest 1600cc and two-litre drivers drop down the hill and swing left through Hollow without even a hint of a lift is to see top drivers at the top of their game. The same is true at Shelsley Walsh, where the bravest are flat all the way from the startline to the braking area for Bottom Ess.

MN picked out eight notable drivers from the classes and chatted to them about life in the smaller engined ranks. There are many other quick drivers in this pack, including brothers Andy and Adam Greenen, Scotsman Stuart Sugden, Guernseyman Nick Saunders, Maltese commuter Zac Zammit, Darren Gumbley and Liam and Olivia Cooper. ■

“It is nice to beat the bigger cars”

Lee Griffiths

Photos: Paul and Ben Lawrence

David Warburton

Age: 30
Hometown: Amersham
Competing for 13 years
1600cc Gould-Suzuki GR59
Warburton Jr said: “It is less expensive than running a big car and we can run less weight. When it’s on song it’s amazing but you have to be very committed and you get an absolute buzz scalping some of the big boys.
“But the main thing is scrapping with

the other guys. The car has got good aero so at places like Doune, Harewood and Loton Park it feels great. Cost is a huge factor and we’re lucky that my dad Allan is now fully retired and can prepare the car at his home. These cars have to be perfect.
“The Gould weighs a little over 300kg without the driver and delivers 240bhp. We want to go to methanol fuel next year. That’s the next development and it will take some engineering.”



David Warburton: limited budget



Allan Warburton

Age: 67
Hometown: Leominster
Competing for 42 years
1600cc Gould-Suzuki GR59
Warburton Sr said: “It’s a lot of man hours to keep the car

properly prepared, but I still get the buzz. And I’ve never been faster than I have been going this year. We got this car in 2018 so we’ve done three full seasons with it. It was Sean Gould’s own car and engine and it came

as a complete package.
“It’s a dream car and they are a delight to drive. But the state pension doesn’t cover anything like this! I do all of the preparation work apart from the carbonfibre which Trevor Willis does for me.”

Simon Moyse

Age: 58
Hometown: Bicester
Competing for 40 years
1300s/c Gould-Suzuki GR59
Moyse said: “There are lots of different technical solutions being used to good effect. I’m now running forced induction with a supercharged 1300cc Hayabusa running on methanol. It’s very

light and you can generate a lot of power. It runs at about 400bhp. I keep it down to 400 to make sure it will do a season and the methanol helps keep the engine temperature down. We run at about 1.5 bar boost. The power is very linear and you need to rev it like a normally aspirated car. They’re just lovely cars and I liked the standard of engineering from Gould.”



Moyse was impressed by Gould



Paul Haines

Age: 51
Hometown: Fareham
Competing for 26 years
1300t Gould-Suzuki GR59
Haines said: “I’ve had this car since 2014 in the same configuration, which is a 1300cc

turbocharged Hayabusa running on methanol. You can have more or less boost pressure and up to 450bhp. At places like Shelsley and Gurston Down this thing really stretches it legs. But the turbo doesn’t suit all hills and it is a

very personal choice.
“There’s great camaraderie in the classes and you’re competing against your friends. But to get a result you really have to lean on it and you’re not leaving anything on the table.”

Lee Griffiths

Age: 42
Hometown: Burton-on-Trent
Competing for 19 years
1660cc OMS 28-Suzuki
Griffiths said: This is my second year with this chassis, the OMS 28, with a normally aspirated Hayabusa taken out

to 1660cc. I went the turbo route but then came back to normally aspirated.
“It delivers about 250bhp and is particularly good at Loton Park, Prescott and Harewood. It’s always nice to beat some of the bigger cars. Staying in a smaller-engined car is just down to budget.”



Griffiths is learning his OMS car



Jonathen Varley: learning

Jonathen Varley

Age: 49
Hometown: Telford
Competing for 29 years
2000cc GWR-TKD V8 Predator
Varley said: “I got the Predator in 2018 it was originally Graham White’s V10 car

built in 2004. I run it with the TKD 2-litre Yamaha V8 engine from Terry Davis. It delivers about 380bhp and weighs about 380kg. It’s a lovely car, and I’m starting to get used to it this year. It’s all about confidence. You have to learn to trust it and it’s getting a lot better.”

Eynon Price

Age: 61
Hometown: Llandeilo
Competing for 43 years
1720cc Force-Hayabusa TA
Price said: “I started rallying when I was 18. I’ve been competing on the hills since 2005 and with this chassis from

2019. It’s a 1720cc Hayabusa on petrol running at 290bhp. You have to really push hard and get everything right to be competitive. The choice not to move up into a bigger car is about time and cost. There is fantastic competition in the classes and a very good atmosphere among the teams and drivers.”



Eynon Price’s Force chassis



Richard Spedding

Age: 42
Hometown: Barnsley
Competing for 25 years
1585cc GWR-Hayabusa Raptor 2
Spedding said: “I’ve run this chassis since 2018 was third

overall in the British Championship in 2017. That was in a 1600cc GWR and I then went to a supercharged engine. When it worked it was fast and I had a win at Shelsley in 2019 with between 450 and 475bhp.
“I think that’s the last overall

win for a small-engined car. That was the last 1600cc car to win, and I think it’s unlikely to happen again. But never say never. It’s now a normally aspirated 1600cc with 250bhp. It’s more usable power. You have to capitalise on the high corner speeds.”

RACING REPORTS

Photos: Jim Moir

KNOCKHILL: SMRC BY STEPHEN BRUNDSON

SEPTEMBER 17-18

THOMPSON PROFITS FOR SEVEN UK HEAVEN



Thompson locked out all three Seven races



Thomas Jack Lee was on top in all three Junior events

The British Racing and Sports Car Club’s Caterham championships made their annual trip to Knockhill last weekend for a unique Super Round, using both clockwise and anti-clockwise configurations of the Fife circuit.

Living up to its reputation as the ultimate Caterham category, the Seven UK races produced plenty of action, as Lewis Thompson claimed a rare clean sweep of the weekend. Elsewhere, title protagonists Aaron Head and Henry Heaton endured up-and-down fortunes, but Head completed a damage limitation trio of races with a third and a fourth place.

He enters the final round of the year at Spa-Francorchamps with a retained points lead, but Heaton

is still in the mix for the crown too.

Thompson’s performance across the meeting was sensational, with his first win on Saturday coming after Head was spun around by James Murphy, who was disqualified for his contact. From there, Thompson led from pole for the remaining two races and produced a superb defensive effort in each to come out on top.

“I wouldn’t say I drove perfectly,” said Thompson. “I was quite lucky to keep it on track after the restart as I completely locked up my rears into the Hairpin, but [three wins] sounds alright, doesn’t it?”

In the ultra-competitive Academy, Rrutuj Patki became the provisional Green Group champion after taking both wins, in vastly different

circumstances. He survived an assault from Ravi Patel at the end of race one, which launched Patel into the air, while a drag race to the finish of race two gave Patki a double success by just 0.085 seconds from Simon Sabin.

Tom McEwing made the most of erstwhile points leader Matt Larbey’s absence to take a win and a second in the White group.

In the Roadsports, Geoff Newman and James Cook shared the wins, but it was undoubtedly Newman who left Scotland happiest. He’d taken victory in the opener after an assertive move on Marc Jones, who later got taken out by a wayward Theo Theato at Butchers. Things got better for Newman on Sunday as his main title rival, Charlie Lower retired after

contact with Jones at the Hairpin. James Cook won the second race.

The 270R and 310R races were full of action, with Dominique Mannsperger and Hugo Bush coming out on top in the former. Pete Walters and Harry George continued their title back-and-forth form with a win and a second apiece.

The Fiesta races produced opposite results, with Thomas Jack Lee winning all three Junior bouts, while in the main Fiesta championship, there was a different winner each time. Rob Smith took victory in the clockwise race, before William Kellett took race two. Zachary Lucas won the final encounter, which was twice red flagged due to heavy crashes at the Hairpin.

RACE WINNERS	
Caterham Seven UK Championship Race 1, 2 & 3: Lewis Thompson	Race 1 & 2: Rrutuj Patki
Caterham Seven 310R Race 1: Pete Walters; Race 2: Harry George	Caterham Roadsports Race 1: Geoff Newman; Race 2: James Cook
Caterham Seven 270R Race 1: Dominique Mannsperger; Race 2: Hugo Bush	BRSCC Fiesta Championship Race 1: Rob Smith; Race 2: William Kellett; Race 3: John Cooper
Caterham Academy White Group Race 1: Ben Timmons; Race 2: Tom McEwing	BRSCC Fiesta Junior Championship Races 1, 2 & 3: Thomas Jack Lee
Caterham Academy Green Group	BMW Compact Cup Race 1: Ian Howes; Race 2: Mikey Dobbe; Race 3: Steven Dailly

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Fifth victory in a row for Red Bull man puts him 116 points ahead

MAX PUTS ONE HAND ON CROWN WITH MONZA WIN



REPORT

NEUVILLE LANDS ACROPOLIS WIN FOR HYUNDAI

Belgian leads a 1-2-3 for South Korean marque p16

REPORT

MCLAREN LEAVES IT LATE FOR BRITISH GT SUCCESS

Tillbrook and Clutton prevail at Brands Hatch p18

RACING REPORTS

Photos: Gary Hawkins and Andy Mason

BRANDS HATCH: MSVR BY BRIAN PHILLIPS AND GRAHAM KEILLOH SEPTEMBER 17-18



Cockell sliced through the pack for victory



Rory Smith prevailed for two United Formula Ford 1600 triumphs

COCKELL CHARGES TO MODIFIED FORD GLORY

Dave Cockell was star of the show in Modified Ford as he charged from the back to win the concluding Group A race in his 2.2-litre turbo Escort. Cockell started the second race of the double header from the rear as he dropped out of the opener, having led from pole, with a broken driveshaft. This let Jack Gadd through to win. Gadd then led the second race but the recovering Cockell swept past at half distance, then a misfire slowed Gadd and made Cockell secure. Cockell told Motorsport News: “Very disappointing missing the first race but sometimes things like that [winning race two] make up for it because it was so much fun. “It’s a massive thing for me to win from the back. It’s not the first time I’ve done it in my career but this one

was special, because there’s so many quick cars here and it’s not an easy place to make time up on people.” Ford Escort Zakspeed duo Neil Jessop and Mike Thurley fought for the wins in Modified Fords’ Group B for lower-powered cars and took a victory apiece. Rory Smith started his preparations to reclaim his Formula Ford Festival winners’ crown by taking two clear victories in the combined United Formula Ford and Champions of Brands contests. In both races he prevailed from fellow Festival winner Joey Foster, who was having his first races of the season. The Focus Cup and Sports 2000 titles were already decided before the Brands Hatch meeting, but new champions Liam McGill and Josh Law were not taking things easy.

McGill won twice on Saturday but his winning run halted in the first Sunday race after he had to start at the back due to qualifying track limits offences. He rose to second but Simon Rudd was out of reach. McGill then got another win in the reversed-grid finale. Law also won on Saturday but then also had to give best on Sunday as Michael Gibbins held off his furious attacks to win, the pair finishing side by side. In Clubmans Sports Alex Champkin took two wins from three, though the CSP2 class’s Michelle Hayward retains the overall points advantage. Champkin, having won race one, in race two got by poleman Steve Dickens near the end with a fine move. Hayward meanwhile, having been beaten by Mathieu Gauthier-Thornton in the opener, prevailed in race two after long-

time leader Gauthier-Thornton’s throttle cable broke. Both however were pipped in race three, Champkin by Dickens while Hayward finished just 0.075 seconds shy of Gauthier-Thornton. Peter Morris and Chris Dyer were Porsche Club Championship winners, while two podiums in the Boxster class strengthened Colin Tester’s championship position ahead of October’s finale. In the separate Boxster Cup Peter Evans, another title favourite, took a third place then a bizarre race-two victory wherein after a red flag only Evans and one other restarted from the grid and the rest started from the pits. Ian McDonald’s Radical and Colin Tester in a shared Porsche 911 GT3 overpowered the rest in two Allcomers’ races.

RACE WINNERS

- Focus Cup**
Races 1, 2 & 4: Liam McGill;
Race 3: Simon Rudd

Porsche Club Championship
Race 1: Peter Morris (997);
Race 2: Chris Dyer (Cayman S)

Porsche Boxster Cup
Race 1: Graham Heard;
Race 2: Peter Evans

Sports 2000 Championship
Race 1: Josh Law (MCR S2N);
Race 2: Michael Gibbins (MCR S2)

Clubmans Sports Championship
Races 1 & 2: Alex Champkin (Phantom PR21); **Race 3:** Steve Dickens (Mallock Mk29)
- Allcomers**
Race 1: Ian McDonald (Radical SR3 RS); **Race 2:** Colin Tester (Porsche 911 GT3)

Modified Ford Series - Group A
Race 1: Jack Gadd (Ford RSR); **Race 2:** Dave Cockell (Ford Escort Cosworth)

Modified Ford Series - Group B
Race 1: Neil Jessop (Ford Escort MK2 Zakspeed); **Race 2:** Mike Thurley (Ford Escort MK1 Zakspeed)

United Formula Ford feat. Champion of Brands
Races 1 & 2: Rory Smith (Medina Sport JL18)

Photos: Mick Walker

DONINGTON PARK: MSVR BY PETER SCHERER SEPTEMBER 17-18

LAY'S MARKER WITH TWO WINS AND THE TITLE

James Lay and Noah Degnbol took their Radical Challenge title duel down to the wire after Degnbol took a win in race one then Lay claimed the other two wins and with them the crown. Lay finished a lap down in race one after contact sent him into the Old Hairpin gravel. Lay led the second race from lap two after his defence against Degnbol had allowed Peter Tyler through to lead. While Lay took the win, Degnbol recovered second from Tyler at Melbourne. In the final race John Macleod led initially until the title rivals got by at Melbourne. But after the championship protagonists went into the Old Hairpin side by side on lap two Degnbol was off on the grass and broke a driveshaft while Lay took the win and the title. Newcomer Daryl de Leon was second with Alice Powell/Abbi Pulling third. Having led the first GT Cup race from the opening lap, Hugo Cook’s GT3 Mercedes had shaken off Morgan

Tillbrook’s McLaren only to receive a post-race penalty that reversed the positions. Simon Orange’s McLaren took third from lap four and held on. Tillbrook in race two headed Cook and Ian Loggie’s Mercedes until the pitstops. Although Cook had retained the lead, he was caught and passed by Tillbrook’s partner Marcus Clutton near the end, with Michael O’Brien in the Orange McLaren getting second a couple of laps later. Cook held on to third from Phil Keen in Loggie’s Mercedes. Tillbrook, Cook and Orange soon escaped in race three but as Cook went in the Old Hairpin gravel, the rain fell. Tillbrook survived to take victory. With Orange, Loggie and Ian Campbell all caught out, Steve Ruston’s McLaren was promoted to second from the recovering Loggie. Orange and O’Brien then won their fourth race of the weekend, after Cook pitted early with a rear puncture. Loggie/Keen and Tillbrook/Clutton completed the podium. Ben Caisley was a double SR1 Cup

winner. He led race one from the start, with Tom Wood taking a clear second. De Leon retired early after Goddards contact. That left Sven Thompson third. De Leon led race two initially but finishing second behind Caisley was enough to crown him 2022 champion, with Wood completing the podium again. Tony Bishop comfortably won the first Monoposto F3, 1400 & 2000 race with Jason Timms taking Samuel Harrison for second with a lap to go. Harrison was in the clear from the opening lap of race two for a dominant win over Timms and Simon Tate. But Timms received a post-race penalty, that promoted Tate and gave Neil Harrison third. Samuel Harrison was set for a second win until his Dallara expired on the last lap, which handed Timms the win. Mark Betts’ Jedi comfortably beat Richard Gittings in the first Mono 1000, 1600, 1800 race but retired on the last lap in race two, giving Gittings the win. He repeated that victory in race three.



James Lay (left) and Noah Dengboi (r) shared wins

RACE WINNERS

- Radical Challenge**
Race 1: Noah Degnbol;
Races: 2 & 3: James Lay

GT Cup
Races: 1 & 3: Morgan Tillbrook (McLaren 720S GT3); **Race 2:** Morgan Tillbrook/Marcus Clutton (McLaren 720S GT3); **Race 4:** Simon Orange/Michael O’Brien (McLaren 720S)
- Radical SR1 Cup**
Races: 1 & 2: Ben Caisley

Monoposto F3, 1400 & 2000
Race 1: Tony Bishop (Dallara F307); **Race 2:** Samuel Harrison (Dallara F397); **Race 3:** Jason Timms (Dallara F301)
- Monoposto 1000, 1600, 1800 & Classic**
Race 1: Mark Betts (Jedi Mk6); **Races 2 & 3:** Richard Gittings (Jedi Mk6)

Bernies Outlaw V8s & Historic Outlaws
Race 1: Jason Clegg (TVR Tuscan); **Race 2:**
- Matt Holben (TVR Tuscan)

Trackday Championship
Kevin Stirling (Renault Clio)

Trackday Trophy
Alex Read/Daniel Read (VW Golf GTI)

RACING REPORTS

Photos: Steve Jones

CADWELL PARK: 750MC BY STEVE WHITFIELD SEPTEMBER 17-18

POLLARD TAKES VEE TITLE EARLY WITH A BRACE



Pollard took wins and took the Vee crown



Ben Short maintained his perfect winning record

Craig Pollard sealed his second Formula Vee title despite a collision with closest rival Daniel Hands during the 750 Motor Club’s visit to Cadwell Park. Having qualified third, Pollard took the lead on the opening lap of race one and remained ahead of Hands and Matthew Hyde following a late safety car period. Another great start in the sequel enabled Pollard to challenge Hands and Hyde into Charlies, but contact between the trio on the exit put Hands out, with the race red-flagged due to oil being deposited on the circuit. Pollard dominated the

restarted contest to take his 10th win from 10 starts ahead of Hyde and Mark Harbot. It was third-time lucky for Bill Cowley in 750 Formula after a puncture and a broken drive belt denied him dominant victories in the first two contests on his home circuit. But he stormed from 17th to first in the space of two and a half laps in the finale to take a comfortable triumph in his Grandfather’s Cowley MkIV. Oliver Collett took the spoils in race one ahead of Peter Bove, who won race two. Ben Short made it 13 wins from 13 in the opening MX-5 Cup race,

leading home Ben Abbitt by 0.47 seconds. Abbitt moved ahead at the start of race two before losing out to Short exiting Charlies, but he made the better exit from the Mountain to lead once more. The pair continued to swap places before Abbitt lunged up the inside at Mansfield on the final lap but ended up on the grass and had to settle for second. Short climbed from sixth in the partially reversed-grid race to complete the hat-trick ahead of Abbitt. With nearest rival Martin West absent, Craig Land cruised to a brace of victories in the Locost Championship, finishing well clear of maiden podium finisher Rob

Apsey in race one and Bradley Horsnell in race two. Land’s escape in the second contest was made easier by Paul Clark and Apsey going off on oil at Mansfield, with Karl Ruijenaars also taking to the grass in avoidance. Aaron Cooke boosted his hopes taking a third-straight Toyota MR2 Championship crown with victory in race one as closest rival Shaun Traynor took an incident-filled third. Adam Lockwood prevailed in a final-lap shootout in race two, as Cooke survived a sideways moment exiting the Mountain to edge Traynor for second.

RACE WINNERS		
116 Trophy Peter Keen	Mighty Mini Races 1 & 2: Neven Kirkpatrick	Historic 750 Formula Races 1 & 2: John Village (Village V2)
750 Formula Race 1: Oliver Collett (Racekits Falcon); Race 2: Peter Bove (Darvi 88 P); Race 3: Bill Cowley (Cowley MkIV)	Locost Championship Races 1 & 2: Craig Land	Classic Stock Hatch Race 1: Chris Dear (Peugeot 206 GTi); Race 2: Pip Hammond (Vauxhall Nova GTE)
Formula Vee Races 1 & 2: Craig Pollard (WEV)	Toyota MR2 Race 1: Aaron Cooke (MR2 Roadster); Race 2: Adam Lockwood (MR2 Roadster)	Sport Specials Race 1: Lewis Ward (Westfield SEIW); Race 2: Paul Collingwood (Eclipse SM1)
MX-5 Cup Races 1, 2 & 3: Ben Short	Alfa Romeo Championship Scott Austin (156)	

GAZ SHOCKS 116 TROPHY



Keen was promoted back to first place in the end

Keen keeps calm amid last-lap 116 drama

Peter Keen survived final-lap drama with Sam Carrington-Yates to prevail in the 116 Trophy. Multiple winner Carrington-Yates made a series return alongside Toby O’Reilly and led the early stages of the 90-minute contest before handing over to O’Reilly, who was then caught and passed for the net lead by Ben Seybold into Park corner before a safety car period. Seybold lost out to Keen after

the pair made their second mandatory pitstops, while Carrington-Yates was left with ground to make up after taking back over the reins from O’Reilly, and a brief excursion while negotiating backmarkers at Gooseneck cost him further time. Keen pulled seven seconds clear of Keen before a crash for Richard Lakey caused a second safety car intervention and a

seven-minute dash to the chequered flag. Carrington-Yates passed Seybold for second at the resumption as the pair negotiated a lapped car, as Keen built a 3s lead. Having eradicated the deficit by the final lap, Carrington-Yates snatched the lead at Hall Bends, but was demoted to second after the finish for making the move off the track. Seybold came home third

ahead of Christopher and Jack Godden, while Scott Parkin was fifth on his debut while deputising for Jonathan Baker, who had clashing Focus Cup commitments. “That was so hard,” said Keen after taking victory. “I made a tiny mistake which lost me a bit of pace up the hill and that’s where [Carrington-Yates] got up the inside. I tried to block him, but he went onto the grass.”

CROFT: BRSCC BY PETER SCHERER SEPTEMBER 17-18

EMAX MOTORSPORT UNTOUCHABLE IN C1 ENDURO OUTINGS

Unusually the Citroen C1 Endurance three hours double header showed a similar pattern in both races as Jake and James Little were double winners for Emax Motorsport. Jake did the opener’s first half before handing to father James, and spent most of his stint chasing JWB’s Nick Beaumont. With no pitstop windows, the varying strategies only proved to be a success or failure as the final half hour arrived. Jake Little was back in the car for the

final stint and had just made his final stop when the safety car came out. Phil House was in second for JWB from Emax’s Murdo Macleod and Scuderia Pollo Rosso’s Frank Claydon but the final 20 minutes suddenly became 10 when the red flags came out after On the Edge had lost a wheel. With Macleod, Claydon and fifth-placed Trojon’s Munday all picking up penalties, CSC’s Dave Scotting/Stephen Cuniffe were classified third

from Ardcor Modelmakers John Ardis/Mike Graham, with Macleod fifth. For a while it looked like Emax were heading for a 1-2 finish in the second race as the Littles led into the final hour from team-mates Finn and Macleod with JWB in third. Finn led when the Littles made their final stop but their own stop handed second to House, with Trojon’s Adam Willis and Jonathan Munday completing the top four. All three CityCar Cup races

provided race-long battles. Richard Bliss’s Toyota Aygo fended off the C1s of Andrew Dyer and Ben Creanor for most of race one. Creanor briefly led on the penultimate lap, but ran wide and settled back in third. It was the same trio in race two, with Bliss winning again from Creanor and Dyer. In the third and final race Creanor managed to see off both Richard and Stuart Bliss over the last three laps. Robert Buckland’s Renault Clio won both Track Attack

Race Club races. He hunted down Ken Lark’s VW Corrado in race one, making the decisive move exiting Tower on the last lap, having tried the same thing unsuccessfully a lap earlier. Simon Tomlinson’s Golf just held off Chris Adams’ similar car for third. The second race was restarted over three laps, but Buckland took charge again when Adams ran wide at Tower on lap two. Tony Absolom had taken over Lark and managed third from the back of the grid.

RACE WINNERS	
C1 Endurance Races 1 & 2: Emax Motorsport (Jake Little/James Little)	
CityCar Cup Races 1 & 2: Richard Bliss (Toyota Aygo); Race 3: Ben Creanor (Citroen C1)	
Track Attack Race Club Races 1 & 2: Robert Buckland (Renault Clio)	
ST-XR Challenge & Civic Challenge Race 1: Jamie Lewthwaite (Honda Civic Type R); Races 2 & 3: Simon Waite (Honda Civic EP3)	
Cockshoot Cup Races 1 & 2: David Morrison (MG Midget)	

RACING REPORTS

Photos: Mick Walker

SILVERSTONE: MSVR BY STEVE HINDLE SEPTEMBER 17-18



Khera held firm to claim the Ferrari crown



Experienced racer Franz Engstler (103) was a double winner in the Coppa Shell

KHERA WINS FERRARI CROWN AT SILVERSTONE

Lucky Khera capped a dominant season in Ferrari Challenge UK with two commanding wins at Silverstone to claim his second title in three years.

Arriving for the finale, novice Andrew Morrow and Han Sikkens both had outside chances of overturning the odds, but such was Khera’s drive that he was having none of it.

Carl Cavers, returning to Ferrari racing after a spell in Porsches had bagged pole for race one, but he failed to get away well, leaving

Khera to head the field. Two safety car periods meant that he was never able to make the gap his pace deserved, but he held firm to take the win and with it the points to seal the title.

In Sunday’s race, the champion started from pole and led confidently to the flag, making it two from two (and seven from 10). Behind, Morrow needed to make haste, which he duly did, putting himself on the tail of John Dhillon and into the podium battle. Morrow pressed relentlessly but Dhillon held firm, forcing the

young Northern Irishman to pull-off a spectacular move around the outside into Vale, earning him P2 in class and P2 overall in his debut season. In Coppa Shell, Cavers, who finished P2 on the road, won the class while another newcomer, Jason Ambrose, took title honours.

The two European grids were split into their main classes, Trofeo Pirelli for experienced racers and Coppa Shell for those new to Ferrari or racing. Both produced stand-out performances from drivers at opposite ends of their careers.

Doriane Pin is just 18. The young Frenchwoman is a member of the Iron Dames stable, and as well as leading the Trofeo Pirelli standings, was part of the all-female squad that recently took victory in the Spa 24 Gold Cup. She’s also just been invited by the ACO to participate in November’s LMP2 Rookie test in Bahrain.

None of this mattered at Silverstone: her only thoughts were on the job in hand, which she managed to perfection. Pin led twice from pole, quickly making then holding the gap, leaving those

behind to fight for what was left. It was a stunning display of control, rightly earning her and her team the rewards.

In Coppa Shell, Franz Engstler, one-time star of DTM and World Touring Car Championship, revealed that despite his many years behind the wheel, he’d never been to Silverstone before. This didn’t stop him from quickly building pace and though he failed to make pole for both races, he showed that he’d lost none of his old form as he duelled his way to a well-earned double.

RACE WINNERS	
Ferrari Challenge UK	(Ferrari 488 Challenge Evo)
Races 1 & 2: Lucky Khera (Ferrari 488 Challenge Evo)	Ferrari Challenge Europe – Coppa Shell
Ferrari Challenge Europe – Trofeo Pirelli	Races 1 & 2: Franz Engstler (Ferrari 488 Challenge Evo)
Races 1 & 2: Doriane Pin	

Photos: Richard Styles

SNETTERTON: BARC BY MARK PAULSON SEPTEMBER 17-18

IBBOTSON BREAKS HIS WIN DUCK IN STYLE

An imperious performance by James Ibbotson secured his maiden overall race wins in Pre-’66 Touring Cars.

The reigning champion took his Class E Hillman Imp to new heights in only his second season of racing. Outqualified by just the V8-powered Ford Mustang of Piers Grange, Ibbotson’s one-litre machine benefited from engine failure sidelining Grange. He then cleared off into the distance, winning both races by more than five seconds.

After a failed clutch slave cylinder prevented him qualifying, James Everard scythed from the back of the grid to second in race one. Pat Kenneally’s Lotus Cortina had run second until its smoky demise, so son Billy’s success over Kevin Swann in an all-Ford Anglia battle secured third. Kenneally Jr and Swann each went one better in the sequel, despite Kenneally’s mid-race wobble. Jon Corker had taken Everard’s Alfa to second, only to slip to fourth on the final lap.

On its first outing since a rebuild into full Group A specification, Everard’s stunning BMW M3 E30 commanded the Pre-’93 opener, beating a clutch of E36 versions headed by reigning champion Ian Bower. Everard’s march to a double was thwarted by differential failure, and with Bower and Mark Fowler also suffering, first-year driver Rob Crisell took his E36 to victory over Andy Cripps’ example. Scott Smith (Honda Civic Type R) twice won the Pre-’03 section.

Having been punted into a spin in the earlier Pickup Trucks race – won by Dale Gent under pressure from Allen Cooper – Reece Jones broke free to win the sequel. Second went to double champion George Turiccki, also bouncing back after a loose alternator cable had stranded him on race one’s dummy grid.

British Trucks multi-champions Stuart Oliver and Ryan Smith experienced contrasting fortunes. A rebuild after its Donington crash unlocked performance in Oliver’s

Volvo VNL which he took to three wins. Smith meanwhile had to rely on a reversed-grid pole position to secure a sole victory in a MAN TGA built in a week to replace his previously dominant Daimler.

In Legends, Will Gibson won both Saturday’s heats and Miles Rudman both Sunday’s, but each could only climb to fourth from the back of the grid in the finals won by Matthew Isherwood and John Mickel.

Stephen Primett (Ford Escort Mk1), Jason Davies (Ford Sierra Cosworth) and Tom Robinson (Jaguar XJR6) secured the Pre-’83 Touring Car, Classic Thunder and Jaguar Challenge titles with a round to spare by each claiming double victories. Martin Reynolds took a pair of BOSS wins in his Escort Mk2, while Steve McDermid led Jack Woodcock home in both red-flagged MG Owners’ Club races. Tom Ovenden, series dominator Nelson King and Charlie Mann split the honours in three hard-fought Mini Challenge Trophy tussles.



Ibbotson was the master of Pre ‘66 Touring Cars in his Hillman Imp Super

RACE WINNERS			
Pre-’66 Touring Cars Races 1 & 2: James Ibbotson (Hillman Imp Super)	Pickup Trucks Race 1: Dale Gent; Race 2: Reece Jones	Legends Races 1 & 2: Will Gibson; Race 3: Matthew Isherwood; Races 4 & 5: Miles Rudman; Race 6: John Mickel	Primett (Ford Escort Mk1)
Pre-’93 & Pre-’03 Touring Cars Race 1: James Everard (BMW M3 E30); Race 2: Rob Crisell (BMW M3 E36)	British Truck Racing Races 1, 2 & 5: Stuart Oliver (Volvo VNL); Race 3: Ricky Collett (MAN TGA); Race 4: Ryan Smith (MAN TGA)	Classic Thunder/BOSS/Jaguar Challenge Races 1 & 2: Jason Davies (Ford Sierra Cosworth)	MG Owners’ Club Races 1 & 2: Steve McDermid (MG ZR 170)
		Pre-’83 Touring Cars Races 1 & 2: Stephen	Mini Challenge Trophy Race 1: Tom Ovenden; Race 2: Nelson King; Race 3: Charlie Mann

WORLD RALLYCROSS

Photos: Red Bull Content Pool

WORLD RALLYCROSS CHAMPIONSHIP: PORTUGAL BY HAL RIDGE SEPTEMBER 17-18



Kristoffersson was round four winner



Gronholm inherited a victory in the fifth round of World RX

KRISTOFFERSSON IS A WINNER AND THEN A SINNER IN PORTUGUESE WORLD RX CLASHES

Neither CE Dealer Team driver – Klara Andersson nor Niclas Gronholm – made the final in round four of the World Rallycross Championship at Montalegre in Portugal as strategic error in the semi-finals cost the squad big, while Johan Kristoffersson stormed to another victory and continued an unbeaten run.

But, in the second instalment of the double-header weekend, the CE squad increased its pace, got both Gronholm and Andersson through to the final. While Gronholm initially missed out on beating Kristoffersson to victory despite running the Swede close, the Finn was handed the win when Kristoffersson was given a post-race time penalty.

Question marks had been raised about the new-for-2022 all-electric RX1e cars ability to be as spectacular as their predecessors on the rally-style Montalegre loose section, with the new machines still four-wheel drive but with independently driven front and rear axles. But, the doubts were laid to rest from the outset, and the racing equally delivered.

The first drama of the weekend came in a heat on Saturday, Norwegian Ole Christian Veiby sticking his Kristoffersson Motorsport Volkswagen in the wall on the outside of the final corner following a puncture. The

heavy impact gave the KMS squad work to do, but Veiby would also be prevented from racing until later in the day as electric powertrain provider Kreisel and the FIA deliberated over a high g-meter reading with the car's battery.

Meanwhile, team-mate Kristoffersson had been twice fastest, but his charge was hampered by a double rear puncture in his progression race that forced him to stop on track to save further damage to the car. But, he then won his semi-final, and led the final throughout to claim a 31st career win.

It was in the first semi-final though where the drama for the CE squad unfolded, as drivers Andersson and Gronholm ran line-astern behind race leader Veiby early on, the team sending neither driver into the joker to mix up the strategy, with Veiby's KMS stablemate Gustav Bergstrom closing behind, inside the joker window. Gronholm eventually took matters into his own hands and made a move to pass his colleague in the sister PWR machine, but the pair made contact that resulted in broken rear suspension for Gronholm in a day where he'd already suffered a pair of punctures. With Gronholm out of contention, such was Andersson's position in the ranking stages that neither driver progressed to the final.

It was an all KMS and Hansen team affair for the final and when Kevin



Andersson made World RX history

Hansen's outside turn one move didn't work out and he dropped down the order, it was Timmy Hansen left to take the fight to the Volkswagens. Mixing up the strategy in a bid to end the KMS run, Hansen joked earlier than the leaders, came out behind Bergstrom and then had to overtake the rookie racer for track position, and ultimately finished on the podium behind the Kristoffersson and Veiby.

On Sunday, Gronholm again punctured a tyre in heat one, as the Hansen team again set about trying to find the ultimate pace early on,

Kristoffersson charging to fastest times in SuperPole and the heat sessions.

But, with the track conditions constantly changing, it was the Peugeot that was best in the progression session, and in one of the races of the season so far, Kevin Hansen and Kristoffersson had a ding-dong battle, Hansen initially passing Kristoffersson before the joker laps, then overtaking the four-time champion again on the final tour to win.

His brother Timmy won the other progression race ahead of Gronholm, but it was opening-corner contact between Kevin Hansen and Gronholm that would break the Peugeot 208s suspension on lap one of the semi-final, putting Hansen out. Andersson followed Gronholm home to join her team-mate in the final, while in the other semi, Timmy Hansen had no answer for the Volkswagen pair of Kristoffersson and Veiby.

In the final though it was Timmy Hansen who made the best launch,

second-place from the outside of the grid, to drive around the outside of second-place pack and take the lead. Second-placed Kristoffersson hounded him though and dived to the inside of Hansen at the first corner of the second lap. The pair made contact and Hansen was sent off the circuit on the outside.

Gronholm, who had taken an early joker, chased hard at the back of the field and almost caught Kristoffersson for the lead, but for a mistake on the lap Kristoffersson took his joker, and would cross the line second, ahead of Veiby, who had fended off the close attentions of Andersson for the final podium spot.

But, post-race, with the drivers about to climb onto the podium, the stewards issued a 10-second penalty to Kristoffersson for his part in the lap-two incident with Hansen, and Gronholm was promoted to the win, Veiby to second and Andersson to a maiden podium, the first for a female driver in World RX history.

RESULTS							
World Rallycross Championship Round 4				World Rallycross Championship Round 5			
P	DRIVER	CAR	TIME	P	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	3m34.313s	1	Niclas Gronholm	PWR	3m37.355s
2	Ole Christian Veiby	Volkswagen Polo	+1.666s	2	Ole Christian Veiby	Volkswagen Polo	+2.853s
3	Timmy Hansen	Peugeot 208	+2.080s	3	Klara Andersson	PWR	+4.412s
4	Kevin Hansen	Peugeot 208	+2.874s	4	Timmy Hansen	Peugeot 208	+4.821s
5	Gustav Bergstrom	Volkswagen Polo	+6.673s	5	Johan Kristoffersson	Volkswagen Polo	+9.241s

Euro RX1:
Enzo Ide (Audi S1);

Euro RX3:
Kobe Pauwels (Audi A1)

European titles in RX1 and RX3 sealed with round to spare

With a round to spare in each of the European Rallycross Championship classes, RX1 and RX3, Swede Anton Marklund and Belgian teenager Kobe Pauwels secured the respective titles.

But, while 17-year-old Pauwels led his semi-final and the final with his Volland Racing-run Audi A1 to secure the title for

Super1600 cars in style, Marklund had a turbulent weekend. First, his SET Promotion-run Hyundai i20 failed to launch away from the line in heat one on Saturday, before he spun after joker-merge contact with title-rival Janis Baumanis in heat two.

EKS driver Enzo Ide meanwhile topped the standings, and while Marklund went fastest

in heat three on Saturday morning, it was Ide who dominated the progression session, semi-finals and final to claim a first rallycross win, only the second ever for a Belgian driver in European rallycross.

But for Marklund to be halted in his title march Baumanis needed to take the win. Marklund was forced wide in Turn 1 and

Baumanis hassled Ide early on and while Marklund could recover to no better than fourth, Baumanis couldn't overturn Ide and, joined also by Polish driver Marcin Gagacki on the start-finish straight, there were celebration donuts aplenty post-race from Ide and Marklund for their respective successes.



Marklund wrapped up title

COLUMNIST

DAVID ADDISON



MN's columnist-at-large was impressed – in parts – with the BriSCA F1 World Final

Photos: Colin Casserley, AddersPix

Ilost my virginity in Ipswich recently. I'd better explain... For the first time, dates finally aligned to enable me to go to a BriSCA Formula 1 Stockcar World Final.

I'd been to Semi Finals and normal events but never an F1 World Final, and it was against a backdrop of discontent among some fans that I rolled into the Foxhall Stadium car park.

First, we need to cover off one of the quirks of being in Ipswich. The event was actually promoted by Buxton Raceway, which many years ago when known as the New High Edge Raceway, featured in an episode of Coronation Street when Kevin Webster tried his hand at banger racing. It remains the Peak District track's crowning moment.

Now, BriSCA tries to be fair to its member tracks and so each one gets its turn in rotation at hosting the World Final, which makes sense. The trouble is that Buxton doesn't have the infrastructure for a big crowd with limited facilities and hardly any grandstand seating. The last time its turn to host the World came up, it was allowed to rent the King's Lynn track on the basis that money raised would be invested into its own track in readiness for the next time.

Covid, one of life's most useful excuses for not doing things, seems to have given Buxton a reason for not investing as once again it turned to another promoter to host its event. And here is where the problems started.

Matt Watson, the Buxton promoter, did a deal with Spedeworth to use Ipswich and Mildenhall for the traditional World Final eve meeting. Straight away, rent had to be paid and that, added to start money, prize money, staff wages and so on was rumoured to leave Buxton looking at a £30,000 bill before the gates opened. So, perhaps you can understand then why general admission on the day was an eye-watering £47. Yes, you read that right. In addition to that came 'chair-gate', as fans were told that they couldn't bring in a



BriSCA F1 field ready for final

deckchair and had to sit in the grandstand. That, sir, is just £15.

One fan, who came with his father in a mobility scooter, was told the device constituted a chair, wasn't allowed in and was forced to pay the £15. And we aren't done yet.

Parking was a further £4, when normally it is £2 at Foxhall. When grass tax was introduced I can't tell you, nor what the price increase gave you. It looked like the same grass on which one normally parks...

Oh, and if you want a programme, a further £8 and while it was a reasonable production it seemed to be full of articles telling the BriSCA chairman how wonderful he was. The page in Dutch was a great read, too...

Sorry, but BriSCA has to take some of the blame here. Why give a track a turn at hosting an event that it isn't equipped for? That's like giving someone the keys to a Ferrari when they can't drive.

The organisation was poor, and delays abounded and with the prating about with parade laps and gridding up, time was lost. I realise that caution periods will delay races,

but there was no urgency to the night. Nor was there any show.

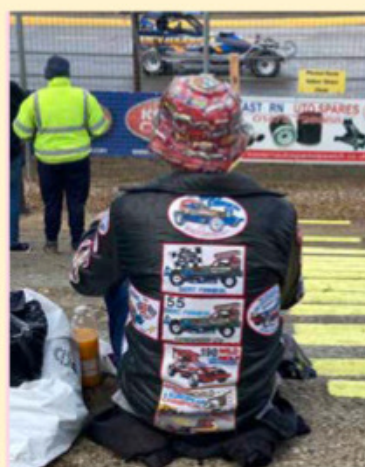
Spedeworth excels at presentation, but with the Buxton staff taking charge, it was a night of racing with no-frills that meant that cancelling races went down like a ton of cement on the terraces.

The main race though was a corker. It was helped by factors that no-one could influence, such as rain making the track slippery, a multi-car pile-up before the green flag causing a complete restart and then Simon Traves' engine going boom and coating a greasy track with oil. Plenty piled in and there was no choice but to halt proceedings. That Charlie Sworder held on to win on the restart was a great result and it underlined that no matter what the form book says, surprises come.

Frankly, the World Final, often regarded as the duller race of the night with the better qualifiers at the front, saved what was a night devoid of theatre and that treated fans with an element of contempt. "We've got your money, mission accomplished," seemed to be the attitude of the peripatetic promoter.

Sworder aside, the other hero of the night was John Lund. At 68 years of age, the indefatigable Lund got the biggest cheer of the parade lap and, remember, qualified on merit, not through a last chance race. Retirement from the race came early and let us hope that it wasn't his last appearance. Lund knows how to treat the fans.

Would I go again? Yes, but to a different promoter's hosting. An F1 grid of its star drivers is a magnificent spectacle when unleashed, but one shouldn't have to sell body parts in order to afford to see it....



Fans got a rough deal



To the BriSCA F1 winner, the spoils



Sworder: The star turn of the night

"The saving grace was that the main World Final race was a corker"

WHAT'S ON

BOOK REVIEW

Is There Much More of This? By Andrew Marriott

Writer, pitlane reporter, broadcaster, and highly successful in management and sponsorship. What Andrew Marriott hasn't done around motorsport over six decades probably

isn't worth doing. He told some of the best of his stories as Motorsport News's readers' Q&A guest last year, and you'll be glad to hear he's just released a whole book of his memories, published by Performance Publishing Ltd and costing £29.

The collection of essays takes us from his early days in a very different world of motorsport – wherein MN gave him his big break – through to the present day wherein ARM still goes strong. As is appropriate, we're taken far and wide from Formula 1 and Le Mans – and

face to face with motorsport's most revered names – to Florida Swamp Buggy racing and running China's first-ever international car rally. There's the occasional think piece too. It's a highly rich account written in Marriott's inimitable light and engaging style.

Graham Keilloh



Marriott: a career in focus

TV GUIDE



Goodwood Revival will be shown on ITV4 today

This (Thursday) evening you can watch the best of last weekend's ever-captivating Goodwood Revival step back into the past. That's on ITV4 at 2000hrs-2100hrs.

Sky Sports F1 meanwhile on Sunday lets you relive the recently concluded IndyCar season with highlights of all races back to back (plus Indy 500's qualifying). The marathon starts early, at 0700hrs, and concludes with the Laguna Seca finale that slips into early Monday, at 0000hrs-0100hrs.

There are several chances to watch an hour's highlights of

the recent Rali Ceredigion on the Welsh-language S4C. First chance is tomorrow at 1300hrs-1400hrs.

There are also a few opportunities this week to catch highlights of recent Formula Regional European junior single-seater action from the Red Bull Ring on BT Sport, starting today on BT Sport 2 at 1130hrs-1200hrs.

And on Tuesday you can catch up with this weekend's DTM Red Bull Ring double header, on BT Sport 3 at 1600hrs-1700hrs.

Graham Keilloh

LIVE TV

BRITISH TOURING CAR CHAMPIONSHIP SILVERSTONE

Races and supports: Sunday, 1100hrs-1800hrs, ITV4

DTM RED BULL RING

Qualifying 1: Saturday, 0845hrs-0930hrs, BT Sport 4
Race 1: Saturday, 1215hrs-1400hrs, BT Sport 2
Qualifying 2: Sunday, 0845hrs-0930hrs, BT Sport 3
Race 2: Sunday, 1215hrs-1400hrs, BT Sport 2

ADAC GT MASTERS SACHSEN RING

Race 1: Saturday, 1155hrs-1320hrs, Freesports
Race 2: Sunday, 1155hrs-1320hrs, Freesports

DTM TROPHY RED BULL RING

Race 2: Sunday, 1400hrs-1500hrs, BT Sport 2

NASCAR TEXAS

Race: Sunday, 2000hrs-0030hrs, Freesports

WHAT'S ON

RALLYING FRIDAY-SATURDAY

Trackrod Rally Yorkshire Trackrod Motor Club (spectators admitted) rallyyorkshire.co.uk

SATURDAY

Memorial Gardens Stages (Condor) Condor Motor Sports Club (no spectators) condormsc.co.uk

SUNDAY

Cheviot Stages (Otterburn) Whickham and Hadrian clubs (spectators admitted) cheviotstages.org.uk

RACING SATURDAY

Castle Combe, Wilts Autumn Classic: GTSCC, Group 1 Touring Cars, 500cc F3, Griffiths Haig Trophy, Ecurie Classic, FISCAR Starts racing from 1155rs (qualifying from 0830hrs) Admission adult £15, under 16 free Web castlecombecircuit.co.uk

Snetterton 300, Norfolk MGCC meeting: Morgans, MG Trophy, MG Metro, Midget and Sprite, BCV8, MG Cup Starts racing

from 1135hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

Kirkistown, N Ireland Martin Donnelly Trophy: Road Sports, Fiesta Zetec, FF1600, Saloon/GT, Mazda MX5 Starts racing from 1300hrs (qualifying from 0900hrs) Admission adult £15 Web kirkistown.com

SATURDAY-SUNDAY

Silverstone National, Northants BTCC meeting: BTCC, Carrera Cup, F4, Ginetta GT4, Ginetta Junior, Mini Challenge Starts Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission £34 Web silverstone.co.uk Tickets online only Donington Park GP, Leics BRSCC meeting: Karts, Fun Cup, Clubsport Trophy, FF1600, BMW 1 Series, Mazda MX-5, Zeo Prototypes Starts Saturday, racing from 1215hrs (qualifying from 0910hrs) Sunday, racing from 0910hrs Admission adult £16, under 13 free Web msv.com Contact 0344 225 4422

SUNDAY

Brands Hatch Indy, Kent Time Attack: Civic Cup, Type R Trophy Starts racing from tba (qualifying from 1000hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422

SPORTING SCENE SATURDAY

Mildenhall, Suffolk BrisCA F1 Starts: 1700hrs Admission: adults £22, concessions £20, children 5-14 £8 Web: spedeworth.co.uk

SATURDAY-SUNDAY

Loton Park, Shropshire British Hillclimb Championship Starts: 0900hrs (both days) Admission: £12.50 Web: hdicc.com

SUNDAY

Aldershot Raceway, Hants National Hot Rods Starts: 1200hrs Admission: adults £20, concessions £18, children 5-14 £8 Web: spedeworth.co.uk Details correct at time of going to press

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Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Bob Sketchley enjoyed his recent watch of Silverstone battles



Rich Cranston's pic at Donington



Graham Lomax's rallying Scirocco



David Harbey's Ginetta photo



David Bogie, by Richard Salisbury

NEXT EDITION

OUT THURSDAY, SEPTEMBER 29

BRITISH TITLES REACH BOILING POINT!

TIN-TOP BATTLERS TAKE ON SILVERSTONE

Who will ramp up their BTCC hopes?



BRC RIVALS FIGHT IT OUT IN YORKSHIRE

The stage is set for a thrilling Trackrod



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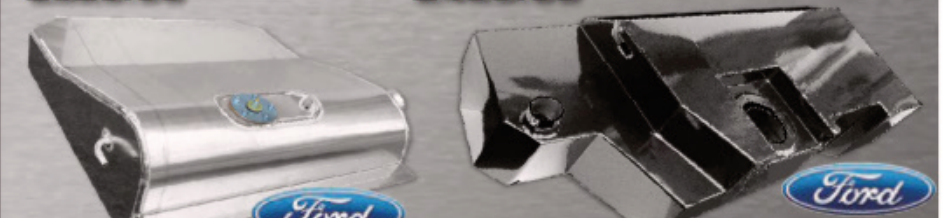
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